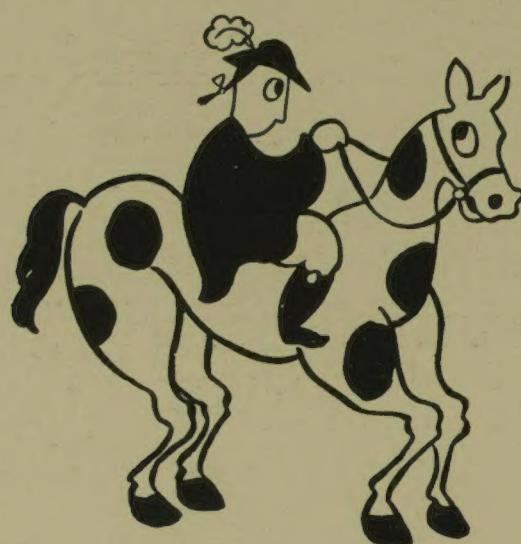


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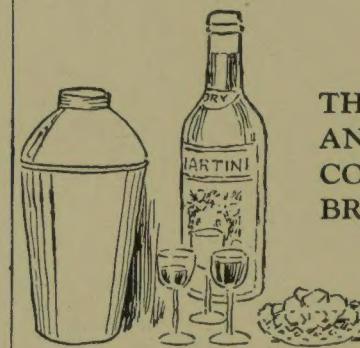
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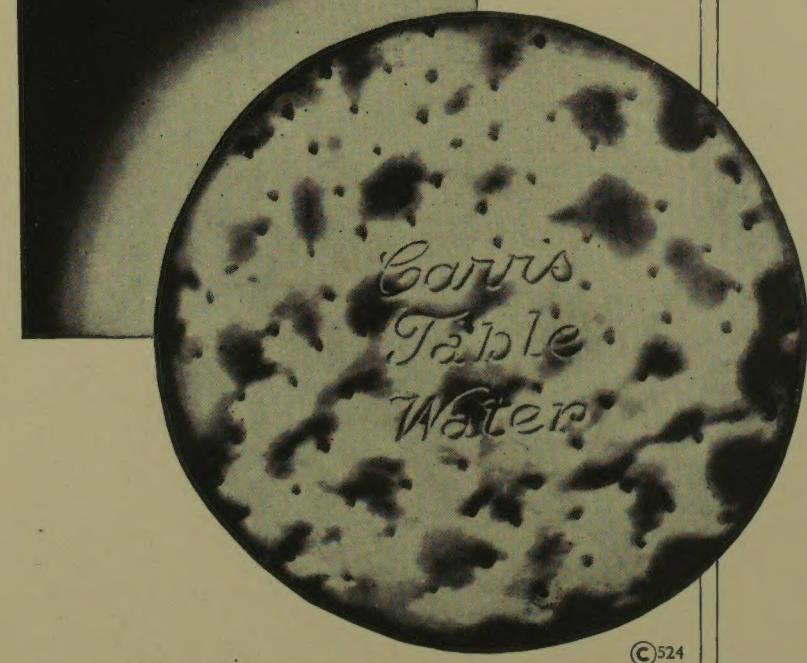
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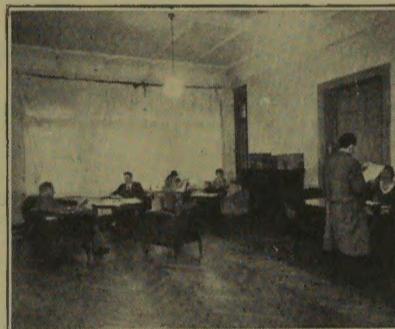
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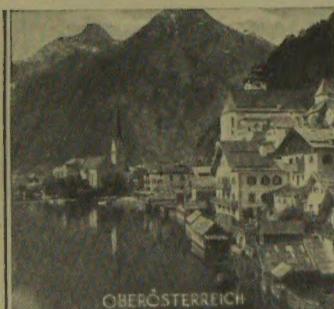
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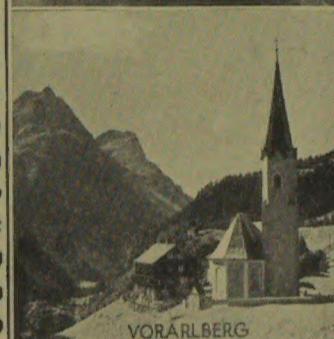
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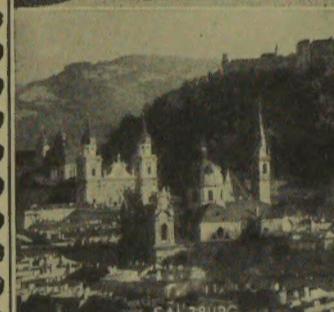
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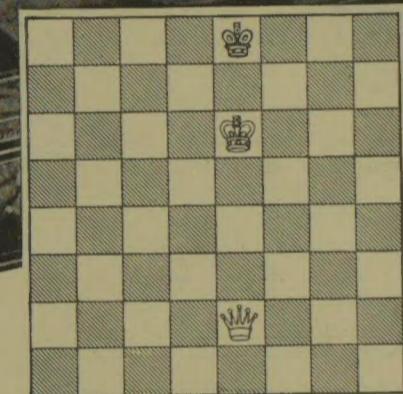
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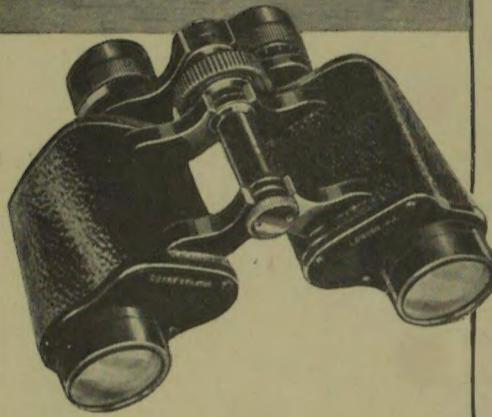
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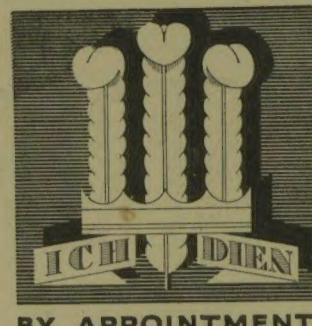
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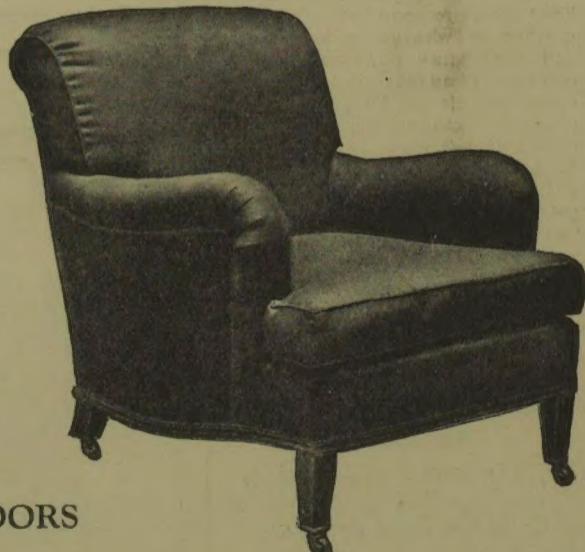
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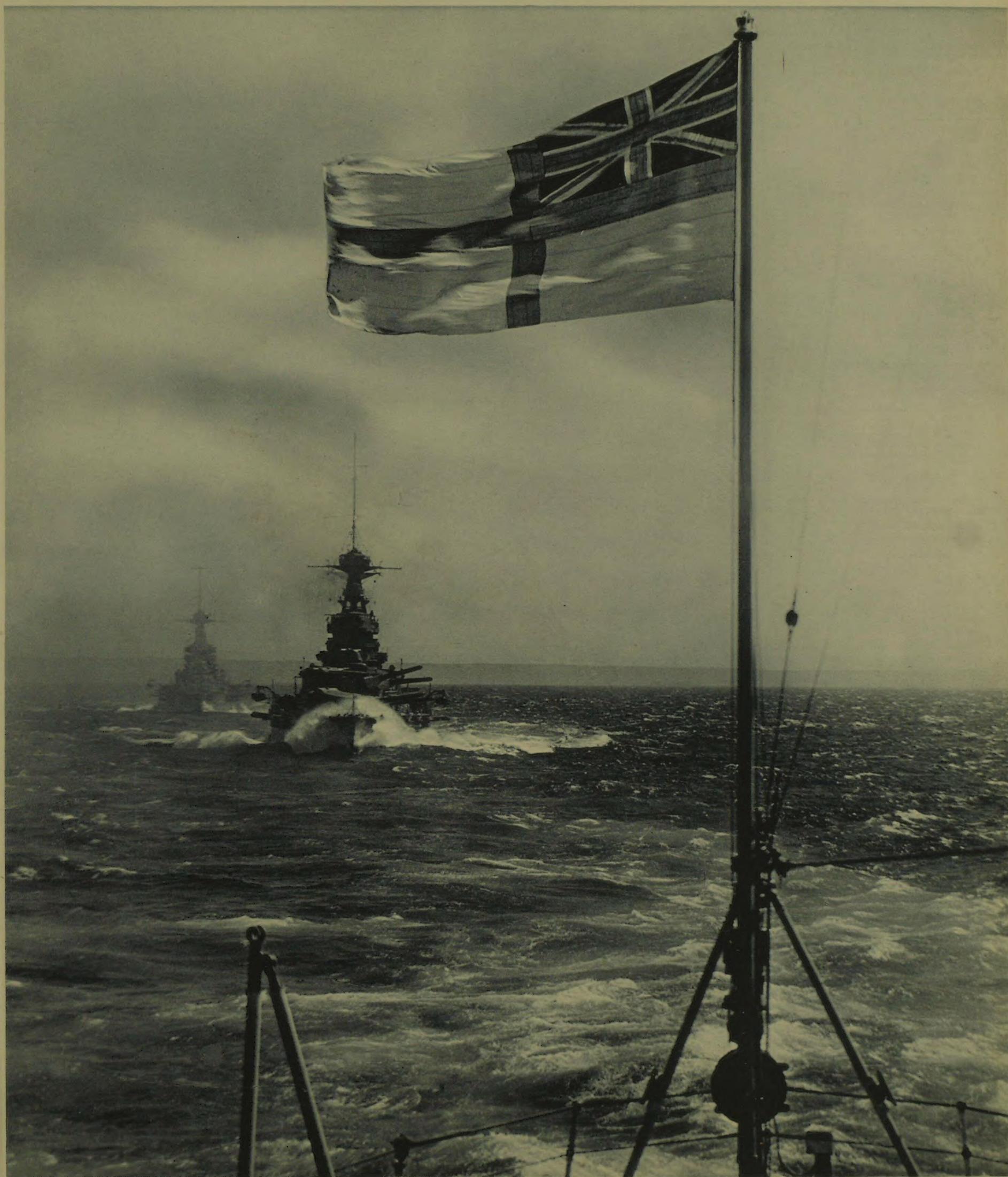
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SATURDAY, JULY 20, 1935.



"KEEP THEN THE SEA, WHICH IS THE WALL OF ENGLAND."



BY G. K. CHESTERTON.

IT is often said truly, though perhaps not often understood rightly, that extremes meet. But the strange thing is that extremes meet, not so much in being extraordinary, as in being dull. The country where the East and the West are one is a very flat country. For such extremes are generally extreme simplifications, and tend, to a type of generalisations flattening out all real types, let alone real personalities. Two of the dreariest things in the world, for instance, are the way in which the snobs among the rich talk about the poor; and the way in which the prigs who profess to have an economic cure for poverty themselves talk about the poor. On the one side, we have the class of people who are always talking about "the lower classes," thereby proving that they belong to a class very much lower; a class so low that it almost deserves to be called *classy*. It is sufficiently weak-minded to be proud; but this type is generally merely *purse-proud*; and, as Thackeray said, "it admires mean things meanly"; for example, it admires itself. To hear such people talking about servants or about working men will be enough to send the wise and good away with a wild impulse to make, if not a barricade, at least a butter-slide. But, curiously enough, there is something that produces almost exactly the same impression on my own feelings; and that is the pedantic way in which all people who happen to be poor are classified by some professors of Socialism or social reform; and even by some who are supposed to be working-class representatives themselves. Somehow they seem to talk about the Proletariat in exactly the same tone of voice in which the wealthier snobs talk about the lower classes. 'Why, for instance, is it never correct to call them "the workmen" or "the working men" but always crushingly correct to call them "the workers"?' Somehow that word alone, and the ritual repetition of it, seems to discolour and drain the whole subject of any human interest. To be a workman is perhaps the noblest of all human functions; and I was delighted the other day to hear a speaker describe Mr. Eric Gill, the great sculptor, as "the first workman in the land." But the person swallowed up in these sociological generalisations is no more the last than the first. He is not a working man because he is not a man; he is not any workman anybody has ever known; he is not the funny Irish bricklayer you talked to when you were a little boy; he is not the plumber or the mysterious plumber's mate; he is not the gardener, who was rather cross; he is not the needy knife-grinder, or the romantic rat-catcher. He is The Workers; a vast grey horde of people, apparently all exactly alike, like ants, who are always on the march somewhere, presumably to the Ninth or Tenth International. And this de-humanising way of dealing with people who do most of the practical work on which we depend, merely because they unfortunately have to do it for a wage, is really quite as irritating to anybody with any real popular sympathies

as the ignorant contempt of the classes that are established and ought to be educated. And both fail upon the simple point that the most important thing about a workman is that he is a man, a particular sort of biped, and that two of him are not a quadruped nor a hundred of him a centipede.

These amusing but annoying habits are but the outer expression of a social truth which will grow more and more obviously true, but which very few people of any political or social group have yet seen to be true at all. Talking as if I were myself a wild Communist, the voice of the rough and simple masses of the poor, and therefore using the longest words I can, and putting what I mean as pedantically and polysyllabically as possible, I might state the matter thus. The sociology of capitalistic industrialism began with an identification with individualism; but

individualism; the distribution of private property to the individual citizens and individual families. I am not now arguing about its political prospects or economic effectiveness; though they are much more hopeful than most modern people suppose. I am thinking of it merely in relation to the sweeping criticism and the swarming crowd; the general tendency of people at both extremes to simplify the problem either by contempt or by pedantry. I mean that some of us think the Irish bricklayer might be even funnier if he were as free as the Irish peasant; that, if the plumber always owned his own tools he might sometimes neglect to leave them behind; that though a man can be cross as well as contented with his own garden, the fact of ownership itself tends on the whole to contentment; and that even discontent of that sort does not mean that a man is at once discontented and indistinguishable or invisible; or

reduced to making a vague noise out of the voices of many nameless men like the buzzing of bees in his back-garden. For I do not believe that any human being is fundamentally happier for being finally lost in a crowd, even if it is called a crowd of comrades; I do not believe that the humorous human vanities can have vanished quite so completely from anybody as that; I think every man must desire more or less to figure as a figure, and not merely as a moving landscape, even if it be a landscape made of figures. I cannot believe that men are quite so different that any of them want to be the same. I admit that the brigading of men for the purposes of social protest may have some of the justification of a just war. I even admit that the menace of such a war



THE QUEEN AT THE SILVER JUBILEE REVIEW OF THE TROOPS OF THE ALDERSHOT COMMAND: HER MAJESTY ARRIVING AT THE ROYAL PAVILION IN RUSHMOOR ARENA.

Their Majesties the King and Queen, who were accompanied by H.R.H. the Duke of Gloucester, motored from Buckingham Palace to Aldershot, where they were met by their Royal Highnesses the Prince of Wales, the Duke of York, and the Duke of Kent. The King proceeded to the Saluting Base on horseback; but the Queen drove to the Royal Pavilion, which she reached some minutes before his Majesty rode on to the ground. She was received there by Viscount Halifax, Secretary of State for War. After the march-past, their Majesties drove to Government House and lunched with

General the Hon. Sir Francis Gathorne-Hardy, General Officer Commanding-in-Chief, Aldershot Command, and Lady Isobel Gathorne-Hardy.

its ultimate organisation has corresponded to a complete loss of individuality. So far so bad. But what is even worse, the sort of constructive discontent, in revolt against it, which is still most common in the varieties of popular opinion, has itself inherited and carried on this indifference to individuality. For Communism is the child and heir of Capitalism; and would still greatly resemble his father, even if he had really killed him. Even if we had what is called the Dictatorship of the Proletariat, there would be the same mechanical monotony in dealing with the mob of Dictators as in dealing with the mob of wage-slaves. There would be, in practice, exactly the same sense of swarms of featureless human beings, swarms of human beings who were hardly human, swarms coming out of a hive, whether to store or to sting. And when I thought of that word, I suddenly realised why I so intensely disliked the other words I have mentioned; for, now I come to think of it, I believe there is one whole section of such insects that is called "the workers."

Upon this similarity, generally called a conflict, between an industrial order and an equally industrial revolution, is largely founded that third thesis, on which I have sometimes touched in this place: the insistence on true individualism instead of false

may palliate the panic-stricken arrogance of some of the ignorant rich, who do not know what the war is about. But I repeat that, in both cases, I think the habit of dealing with men in the mass, not merely on abnormal occasions, as in a war or a strike, but in normal circumstances and as a part of ordinary social speech, is a very bad way of trying to understand the human animal.

There are only a few animals, and they are not human animals, who can be best judged or best employed in packs or herds. Some may compare the workers of a Communist state to a pack of wolves; I should very strongly suspect that they bear more resemblance to a flock of sheep. But neither of these animals can be said to have a very complex or entertaining type of mentality; few of us would be eager to listen, even if we could, to the flowing and continuous reminiscences of a sheep; and St. Francis seems to have been the only man who was ever on intimate terms with a wolf. It is precisely because man is the most interesting of the creatures that he finds his proper place among those creatures who dig a domestic hole or hang up an individual nest; and the disgrace of our society is not when he has not a hive or an ant-hill, but when, among so many nests and holes, he has not where to lay his head.

THE SILVER JUBILEE MILITARY REVIEW: H.M. THE KING AND HIS SONS.



FIELD-MARSHAL HIS MAJESTY THE KING ON HIS ARRIVAL IN RUSHMOOR ARENA, ALDERSHOT, WHEN HE WAS RECEIVED WITH A ROYAL SALUTE BY THE TROOPS DRAWN UP ON PARADE.—TO THE LEFT, H.R.H. THE PRINCE OF WALES, H.R.H. THE DUKE OF YORK, AND A ROYAL STANDARD BEARER.

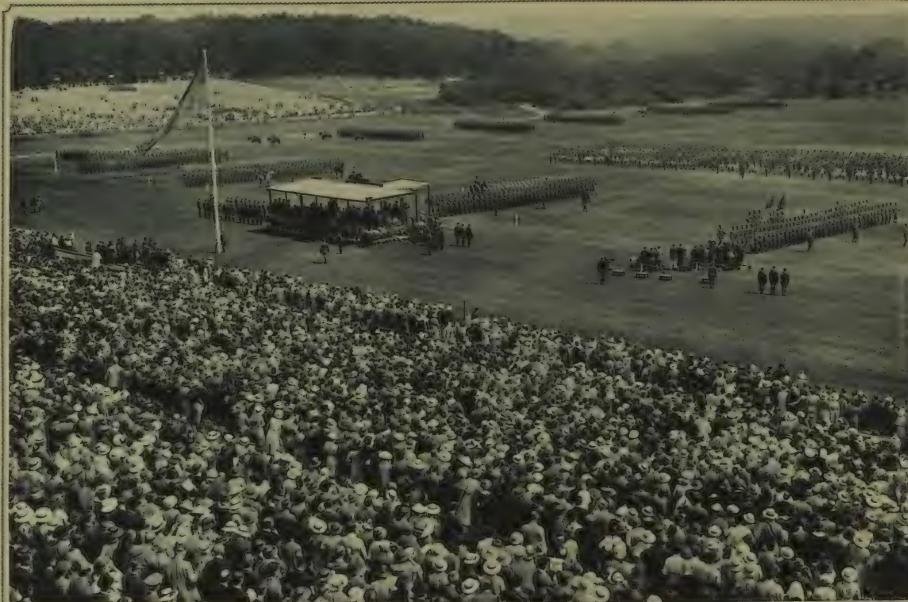


ON THE ROYAL DAIS, WHENCE HE WATCHED THE MARCH-PAST OF NEARLY NINE THOUSAND OFFICERS, W.O.'S, N.C.O.'S, AND MEN OF THE ALDERSHOT COMMAND: THE KING TAKING THE SALUTE IN RUSHMOOR ARENA.—BEHIND HIM, HIS SONS; WITH HIM, GENERAL THE HON. SIR J. FRANCIS GATHORNE-HARDY, G.O.C.-IN-C., ALDERSHOT.

The King rode on to parade at 11.30 a.m. for the Review of the Troops of the Aldershot Command on Saturday, July 13. In the royal procession his Majesty was followed by a Royal Standard Bearer. Then came H.R.H. the Prince of Wales, H.R.H. the Duke of York, H.R.H. the Duke of Gloucester, and H.R.H. the Duke of Kent. Next were his Majesty's Indian Honorary Aides-de-Camp. They

were followed by Sir Archibald A. Montgomery-Massingberd, Chief of the Imperial General Staff, who had just been promoted to Field-Marshal, and the other military members of the Army Council. On his arrival at the saluting base, his Majesty was received with a royal salute. He then dismounted and took up his position on the dais for the march-past. Behind him stood his sons.

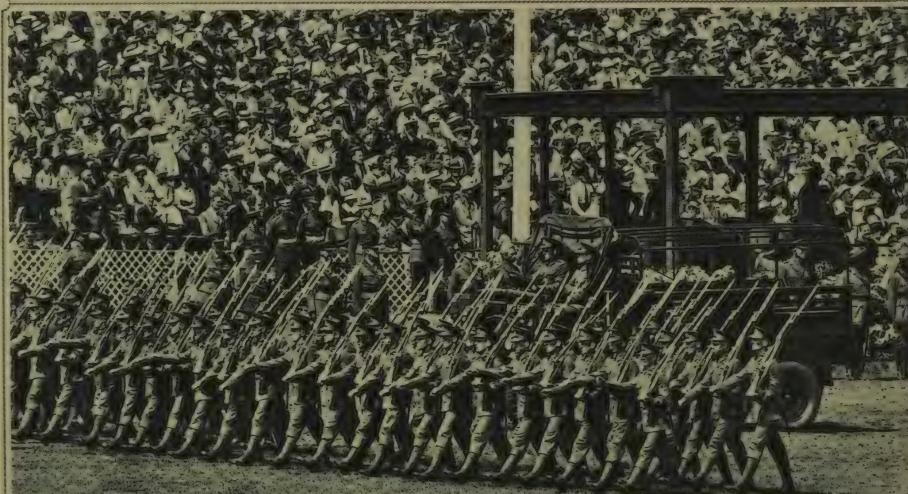
THE KING'S SILVER JUBILEE REVIEW OF THE TROOPS OF THE ALDERSHOT COMMAND: IN RUSHMOOR ARENA.



THE INFANTRY MARCH PAST: RUSHMOOR ARENA, ALDERSHOT, DURING THE REVIEW ON JULY 13; SHOWING THE ROYAL PAVILION



AND DAIS WITH THE ROYAL STANDARD FLYING BEHIND THEM, AND THE MASSED BANDS THAT PLAYED THE REGIMENTAL MARCHES.



AT THE ROYAL DAIS AS THE INFANTRY MARCHED PAST: HIS MAJESTY THE KING TAKING THE SALUTE BEFORE THE ROYAL PAVILION IN THE

Rushmoor Arena—the historic camping-ground which sees the staging of the famous Aldershot tattoo—was chosen as the scene of the King's Silver Jubilee Review of the Troops of the Aldershot Command, a review well explained by a military correspondent of "The Times," who wrote: "This will be a departure from the custom of parading on the wide expanse of Laffan's Plain. It is felt that

forming up in long line to give the Royal Salute and be inspected is no longer suitable for an Army which is largely mechanized. To see the equipment of a modern force, a close-up survey is preferable, and this need is reinforced owing to the troops not being in coloured uniforms, and wearing the khaki of 'Invisibility' for field work. A more concentrated parade in a new order of march allows the use of a



ARENA IN WHICH THE FAMOUS TATTOO IS STAGED—HIS SONS BEHIND HIM ON THE DAIS; HER MAJESTY THE QUEEN IN THE PAVILION.

grand stand arena." On July 13, the King rode on to parade at 11.30 a.m., followed by his sons. The Parade State showed that there were present, apart from the General Officer Commanding-in-Chief, Aldershot Command, and Staff: 608 officers, 6340 warrant officers, non-commissioned officers, and men, 1263 animals, 92 guns, 50 tanks, and 284 tractors, lorries, etc. The occasion as a whole was, it need hardly

be said, of a very unusual character. Not only did it mark the King's Silver Jubilee, but it gave the public the opportunity of seeing the Army in transition—changing rapidly from that of pre-war days and that of war days and post-war days; and giving striking evidence of its future state—a transition made evident by other photographs, and even more evident by the parade of most of the 1st Air Defence Brigade.

THE MARCH FROM THE OLD TO THE NEW: THE TRADITIONAL AT ALDERSHOT.



TO THE TUNE OF "HIGHLAND LADDIE" PLAYED ON THE PIPES: THE 2ND BATTALION OF THE QUEEN'S OWN CAMERON HIGHLANDERS MARCHING PAST.



HORSE-DRAWN, BUT, PRESUMABLY, TO BE MECHANIZED IN THE FUTURE: ARTILLERY MARCHING PAST THE ROYAL DAIS DURING THE "OLD AND NEW" REVIEW.



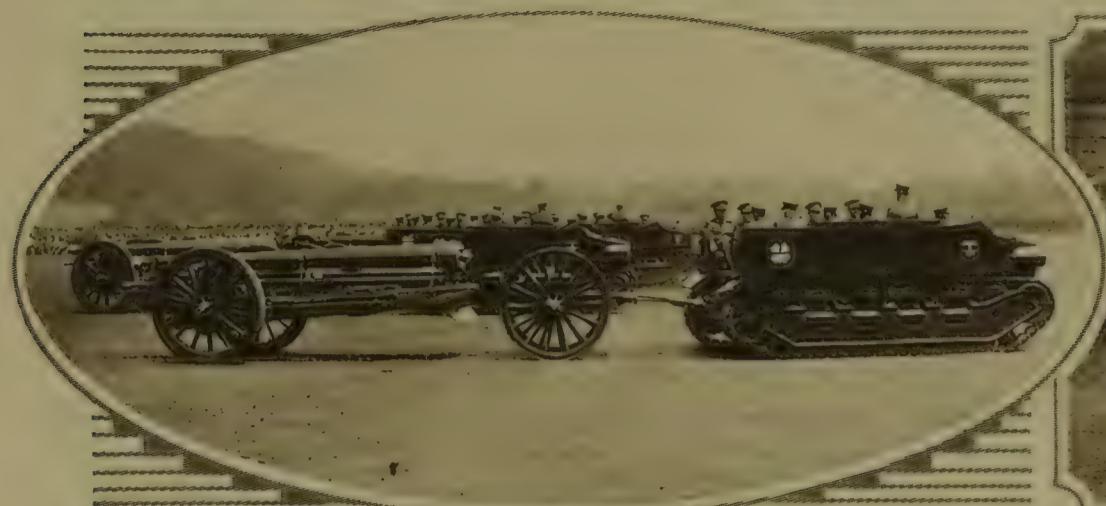
REPRESENTATIVES OF THE OLD ORDER IN THE REVIEW IN WHICH THE AGES OF CHIVALRY AND CHAUFFEURS MINGLED: CAVALRY OF THE 1ST CAVALRY BRIGADE.

The Review of the Troops of the Aldershot Command, on July 13, was not only a miracle of precision and a fine spectacle, but significant in that, as "The Times" had it, "the movement of the march-past was from the old to the new. The cavalry bands, ever a walking pageant of tradition whether in khaki or full-dress, had long since disappeared; the XIIIth Field Brigade of Artillery had given

us a last sight of the vanishing beauties of warfare with their glorious teams of greys; when, behind the Experimental Infantry Brigade, on trial as the future formation for the field, the mechanized artillery and tanks began to loom up, purring on the verge of the glade that had witnessed so many romantic entries. The whole atmosphere seemed to change as the greyish-green monsters hurtled,

(Continued opposite.)

THE MARCH FROM THE OLD TO THE NEW: THE MECHANIZED AT ALDERSHOT.



THE ROYAL REGIMENT OF ARTILLERY: MEDIUM ARTILLERY (60-PDR. BATTERY); A UNIT OF THE MECHANIZED FORCE THAT WAS THE OUTSTANDING FEATURE OF THE REVIEW.



THE ROYAL REGIMENT OF ARTILLERY: MEDIUM ARTILLERY (6-IN. HOWITZER BATTERY), WHICH TOOK PART IN THE PARADE.



SIGNALS: WIRELESS CARS (WITH AERIALS) PASSING THE SALUTING BASE IN PERFECT ALIGNMENT, WHICH THEY KEPT THROUGHOUT, WHETHER ADVANCING IN LINE OR WHEELING TO APPROACH THE ROYAL PAVILION AND TO LEAVE THE AREA. (A LINE OF MOTOR-CYCLISTS BEHIND THEM.)



THE ROYAL REGIMENT OF ARTILLERY: MOTOR-HAULED 4.5-IN. HOWITZERS; PRECEDED BY OFFICERS IN CATERPILLAR-TRACK CARS.



THE ROYAL ENGINEERS: A PONTOON SECTION PASSING THE KING AT THE SALUTING BASE AS A UNIT OF THE MECHANIZED ARMY.

Continued.

rattling and roaring, across the arena, reducing the massed bands to a soundless gesticulation, churning the soil and flinging it back dripping from their caterpillar tractors." In kindred manner, the "Daily Telegraph": "The Ages of Chivalry and Chauffeurs mingled fascinatingly. Khaki-clad though they were—like all the units—the cavalry and the Royal Horse Artillery recalled a younger world and

battles long ago. . . . Soon the arena was filled with the roar of the Army of to-day—and to-morrow. The snarling rattle of machinery drowned the massed bands that still played regimental airs." And it may be added that the mechanized units kept their alignment, whether advancing or wheeling, as perfectly as did the other units, much to the interest of the thousands of spectators.



MECHANIZATION AT THE ALDERSHOT REVIEW: TANKS MARCHING PAST THE SALUTING BASE AND ROYAL PAVILION.



TRADITION AT THE REVIEW: THREE CHEERS FOR THE KING AFTER THE SALUTE AT THE END OF THE MARCH-PAST.

The Parade State of the Review in the Rushmoor Arena showed that fifty Tanks were in the march-past. Needless to say, they made a most impressive sight and they manœuvred admirably. To quote "The Times" again: "One of these flying citadels swerved aside as daintily as any of the chargers of the leaders of preceding units had done, and the commanding officer of the Tanks issued from it, buckled

on his sword, and took his place with the others beside the King."—As to the second of our illustrations, an order read: "When the last unit has marched past his Majesty, the 1st Infantry Brigade (Guards) and colour parties of infantry battalions, preceded by certain commanders and Staff officers, will advance in review order, present arms, and give three cheers for his Majesty the King."

A FAMOUS SHIP OF THE MERCHANT NAVY AMONG SHIPS OF THE ROYAL NAVY.



WHEN THE FLEET, WHICH SHE WAS TO JOIN LATER, WAS ASSEMBLING FOR THE REVIEW AT SPITHEAD: THE "BERENGARIA" (FORMERLY "IMPERATOR," OF THE HAMBURG-AMERICAN LINE) PASSING THROUGH THE LINES OF WARSHIPS WHILE HOMeward BOUND FROM NEW YORK.

On July 15, the day on which the King arrived at Cosham Station and drove through Portsmouth to the Dockyard, to embark in the "Victoria and Albert," it became known that, before passing through the lines on the following day, his Majesty would have presented to him representatives of the Merchant Navy and Fishing Fleets. In the list of Masters of the

Merchant Navy to be thus honoured was the name of Commander Sir E. T. Britten, R.N.R. (retd.), Commodore of Cunard Line—"Berengaria." The "Berengaria," we may add, is a 52,226-ton liner, built in 1912. Her length is 883 ft. 6 in. and her speed is 23 knots. She was one of the outstanding ships chosen to represent the Merchant Service at the Review.

THE KING AT PORTSMOUTH FOR THE NAVAL REVIEW: THE WELCOME.



DURING THE SIX MILES' DRIVE FROM COSHAM STATION TO THE DOCKYARD: THE CROWD GREETING THE KING AS HE DROVE THROUGH THE CITY ACCOMPANIED BY THE PRINCE OF WALES, THE DUKE OF YORK, AND THE DUKE OF KENT.



SCHOOLCHILDREN OF THE THIRTY THOUSAND WHO HAD BEEN ALLOTTED SPECIAL PLACES CHEERING THE KING AND HIS SONS AS THEY DROVE THROUGH THE GALA-DRESSED CITY TO GO ABOARD THE ROYAL YACHT "VICTORIA AND ALBERT."

His Majesty the King, accompanied by their Royal Highnesses the Prince of Wales, the Duke of York, and the Duke of Kent, all in naval uniform, arrived at Cosham Station at 5.45 p.m. on July 15, and then drove to the Dockyard through six miles of crowded roads. The welcome his Majesty received was

enthusiastic. Among the great crowd present, schoolchildren were particularly prominent, for some thirty thousand of them had been allotted special positions. Meanwhile, H.R.H. the Duke of Gloucester had arrived by air and had gone aboard H.M.A.S. "Australia," the cruiser in which he returned from his tour.

THE KING AT PORTSMOUTH FOR THE REVIEW: BOARDING THE ROYAL YACHT.



AFTER THE DRIVE FROM COSHAM STATION TO THE DOCKYARD: HIS MAJESTY GOING ABOARD THE "VICTORIA AND ALBERT," IN WHICH HE SPENT THE NIGHT AND IN WHICH HE PASSED THROUGH THE LINES OF WARSHIPS ON JULY 16.



IN THE ROYAL YACHT "VICTORIA AND ALBERT," MOORED AT THE SOUTH RAILWAY JETTY IN THE DOCKYARD: ADMIRAL OF THE FLEET HIS MAJESTY THE KING (RIGHT FOREGROUND), AND THEIR ROYAL HIGHNESSES THE PRINCE OF WALES, THE DUKE OF YORK, AND THE DUKE OF KENT (LEFT TO RIGHT).

On his arrival at the Dockyard, his Majesty was met by Admiral Sir John Kelly, Commander-in-Chief, Portsmouth, and Vice-Admiral Sir Henry Kitson, the Admiral Superintendent. A Royal Salute was fired by the Naval Saluting Battery; and, as the King went on board the royal yacht, the Royal Standard was broken at the main. The signal, "Dress ship overall," had been given from the Dockyard signal tower to the assembled warships as the royal train reached Cosham. His

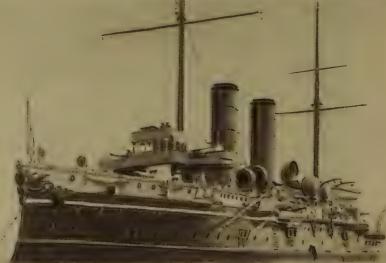
Majesty was wearing the undress uniform of Admiral of the Fleet, and his sons that of their respective ranks—the Prince of Wales, Admiral; the Duke of York, Rear-Admiral; and the Duke of Kent, Commander. The King slept in the "Victoria and Albert," in which, on July 16, he passed through the lines of the Fleet and in which he arranged to lead the Fleet to sea for Exercises. The Royal Yacht was berthed in the Dockyard and remained there until she left for the Review.

ROYAL MEMORIES RECALLED BY THE SILVER JUBILEE NAVAL

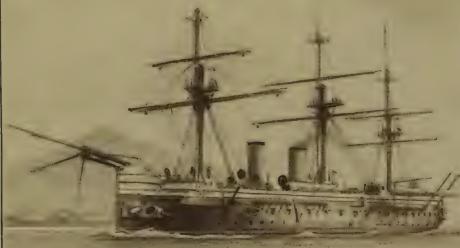
DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS"



TRAINING SHIP "BRITANNIA" 1877 (Cadet)



CRUISER "CRESCENT" 1898 (Captain)



CRUISER "BACCHANTE" 1879-1882 (Cadet)



CRUISER "CANADA" 1883 (Midshipman)



GUNNERY SCHOOL "EXCELLENT" 1885 (Lieutenant)



TORPEDO BOAT 79, 1889

REVIEW: SHIPS IN WHICH OUR SAILOR KING HAS SERVED.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY OSCAR PARKES, O.B.E., M.B., C.H.B.



CRUISER "MELAMPUS" 1892 (Commander)



GUNBOAT "THRUSH" 1890 (Lieutenant-in-Command)



MANOEUVRES (Lieutenant-in-Command)



BATTLESHIP "NORTHUMBERLAND" 1889 (Lieutenant)



BATTLESHIP "THUNDERER" 1886 (Lieutenant)



BATTLESHIP "DREADNOUGHT" 1886 (Lieutenant)

BATTLESHIP "ALEXANDRA" 1886 (Lieutenant)

FROM CADET TO CAPTAIN: SUCCESSIVE SHIPS IN WHICH KING GEORGE SERVED AFLOAT

In connection with the Jubilee Naval Review and subsequent Exercises, for which the King arranged to lead his Fleet to sea, it is interesting to recall his Majesty's own active career in the Navy, and we illustrate here various ships in which he served. In a note on the above drawing Dr. Oscar Parkes writes: "In 1877, Prince George entered the training ship 'Britannia,' then consisting of two old line-of-battle ships, 'Prince of Wales' and 'Hindostan,' joined by a bridge. In 1879, the 'Bacchante,' an iron corvette armed with muzzle-loaders, carried the young Prince and his elder brother 30,000 miles under sail and 24,000 miles under steam when they visited the West Indies, South America, South Africa, Australia,

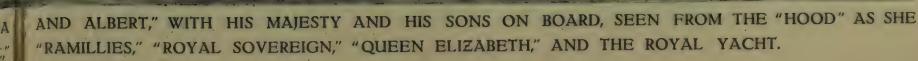
DURING HIS ACTIVE CAREER OF TWENTY-ONE YEARS (1877 TO 1898) IN THE NAVY.

On May 1, 1883, Prince George was appointed as Midshipman to the cruiser 'Canada,' and served on the North American and West Indies station. In her he passed his examination in seamanship and was commissioned as acting Sub-Lieutenant on June 3, 1884—his nineteenth birthday. During 1885 he studied for the rank of Lieutenant at Greenwich and Portsmouth, and in the 'Excellent' Lieutenant Percy Scott was his governor. The Prince passed a most satisfactory examination and showed unusual proficiency as a rifleshooter. In 1886 he was appointed to the 'Thunderer,' and later to the 'Dreadnought,' our first sea-going turret ships. From April to November, 1888, he served in the 'Alexandra,' when his uncle, the Duke of Edinburgh, flew his flag in her as C-in-C. of the Mediterranean Fleet. The Prince's next ship was the 'Northumberland,' an old ironclad of 10,584 tons, and from her he received his first independent command, Torpedo Boat 'No. 79,' which he joined for the 1889 Manoeuvres. August of that year was stormy, and the patrolling work was strenuous. Admiral Fitzgerald records how Prince George asked permission to rescue another boat which had broken down in a rough sea and was anchored in the breakers of a lee shore, and succeeded in towing her out of a dangerous predicament. On May 6, 1890, after requalifying in gunnery, the

Prince hoisted his pennant in the gunboat 'Thrush.' He convoyed T.B. '70 to Gibraltar, and then proceeded to Bermuda and Montreal. The 'Thrush' paid off in August 1891, and the Prince was promoted to Commander. Prince George was created Duke of York in 1892, and in that year commanded the cruiser 'Melampus' for the Manoeuvres, which were then out of Captain. On January 2, 1893, he was promoted to Captain. His last command was the cruiser 'Crescent,' in which he made a special cruise in June 1898. She acted as guard ship at Cowes. He left her on August 26. Besides the ships here illustrated, the King served in H.M.S. 'Osborne,' the Royal Yacht, from September 17 to November 12, 1889.



THE KING'S SILVER JUBILEE REVIEW OF THE FLEET AT SPITHEAD: THE ROYAL YACHT "VICTORIA AND ALBERT," WITH HIS MAJESTY AND HIS SONS ON BOARD, SEEN FROM THE "HOOD" AS SHE ENTERED THE LINES.—FROM LEFT TO RIGHT: "IRON DUKE," "RESOLUTION," "ENGLAND,"



AND ALBERT," WITH HIS MAJESTY AND HIS SONS ON BOARD, SEEN FROM THE "HOOD" AS SHE "RAMILLIES," "ROYAL SOVEREIGN," "QUEEN ELIZABETH," AND THE ROYAL YACHT.

A PILOTLESS AEROPLANE AS NAVAL TARGET: ANTI-AIRCRAFT GUNNERY.

FROM THE PAINTING BY TOM VAN OSS, N.S., NOW PUBLISHED FOR THE FIRST TIME.



A CRUISER'S GUNFIRE AT A WIRELESS-CONTROLLED "QUEEN BEE" OF THE TYPE INCLUDED IN THE SCHEME OF EXERCISES ARRANGED TO FOLLOW THE NAVAL REVIEW: RANGE-FINDING, WATCHING SHRAPNEL BURSTS, AND RECORDING RESULTS.

In our issue of July 6 we illustrated a flight by a "Queen Bee" pilotless aeroplane, controlled by wireless from the ground, of the type used for target practice by warships and coast batteries. Either as a land aeroplane or a float seaplane, this type has often flown without a pilot up to a distance of 10 miles from the control station and a height of 10,000 ft., and at least twice one has been brought down by anti-aircraft fire. A "Queen Bee" was demonstrated at Farnborough on June 26, and shown, but not flown, in the

R.A.F. Display. It was arranged that a number of "Queen Bees" should be fired at with live shell during naval exercises following the Naval Review. The control mechanism remains secret. Our picture shows anti-aircraft practice in a cruiser against a "Queen Bee" controlled by radio from a ship. On the forebridge the Gunnery Commander is watching shrapnel bursting near the aeroplane, which soon came down in flames. In the centre stands the Captain's "messenger," while other ratings record results or operate a range-finder.

THE KING HONOURING THE NAVY, MERCHANT SERVICE, AND FISHING FLEETS.



THE KING SHAKING HANDS WITH AN ADMIRAL ON BOARD THE ROYAL YACHT AT THE REVIEW, WITH THE PRINCE OF WALES BEHIND HIM, AND, IN THE GROUP ON THE RIGHT, THE DUKE OF YORK (SECOND FROM LEFT) AND THE DUKE OF KENT (EXTREME RIGHT).



ROYAL RECOGNITION OF THE MERCHANT SERVICE AND FISHING FLEETS FOR THEIR "CLOSE ASSOCIATION WITH THE ROYAL NAVY IN IMPERIAL DEFENCE": THE KING AND THE PRINCE OF WALES AMONG CAPTAINS OF LINERS AND MASTERS OF TRAWLERS ON BOARD THE "VICTORIA AND ALBERT."

The assemblage of ships at the Jubilee Naval Review was representative of every branch of our sea services, comprising as it did not only ships of the British, Australian and Indian Navies, but vessels of the Merchant Service and the fishing fleets. Included "in view of their close association with the Royal Navy in

Imperial Defence." The Review was thus the most comprehensive ever held. In the reception on board the Royal Yacht, the King honoured every class of ship taking part in it. The Prince of Wales, as Master of the Merchant Navy and Fishing Fleets, presented their representatives to his Majesty.



"ON APPROACH OF AND BY SIGNAL FROM 'VICTORIA AND ALBERT': THE "HOOD" AND OTHER SHIPS IN ANSWER TO A FLAG HOIST SIGNAL AND AN ORDER WIRELESSSED TO ALL



WARSHIPS AT SPITHEAD FIRING THE ROYAL SALUTE OF TWENTY-ONE GUNS SHIPS FROM THE ROYAL YACHT AS SHE NEARED THE LINES.

The
Royal
Salute
at
Spithead

THE official programme of the Review noted: "2 p.m.—Preceded by Trinity House Vessel 'Patricia' and escorted by 'Enchantress,' 'Victoria and Albert' leaves South Railway Jetty. On approach of and by signal from 'Victoria and Albert' Royal Salute fired by Fleet at Spithead." This simple announcement heralded action by no means as prosaic as might have been imagined. At a command from the King, a flag hoist was run up to signal the Fleet to fire the salute; and at the same time the Royal Yacht wirelessed the order to all the ships. Thus it came that the salute of twenty-one guns was fired by the capital ships, the cruisers, the aircraft-carriers, and the "Indus," of the Royal Indian Navy, simultaneously. Indeed, the impression of a correspondent of the "Evening Standard," who was in an aeroplane, was: "The five miles of sea were ringed with white puffs of smoke and fierce orange flames. Everything was so perfectly timed that these rings of smoke appeared simultaneously, and the roar of the 21-gun salute came crashing to my ears. Around the warships the water was disturbed as they reeled from the shock of the firing. The buff and white smoke-clouds drifted over the surface of the sea until it was almost impossible to make out the lines of the warships. A faint breeze carried the smoke-clouds towards land, and when they had cleared I saw the 'Victoria and Albert' moving slowly to her mooring place close to the 'Queen Elizabeth.'"

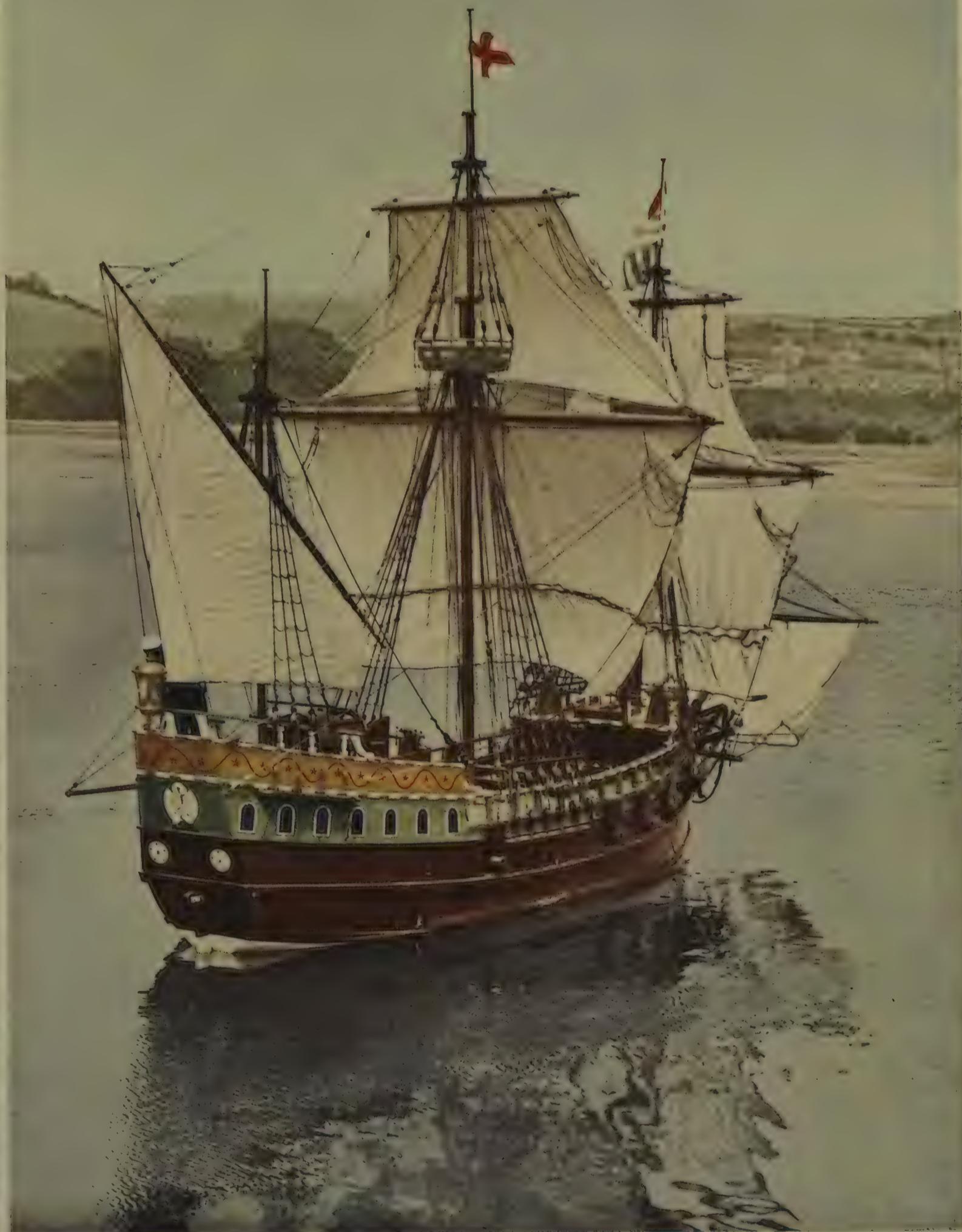
THE ROYAL YACHT PASSING THROUGH THE LINES, PILOTED AND ESCORTED.



THE JUBILEE NAVAL REVIEW AS SEEN FROM A FLYING-BOAT: THE ROYAL YACHT "VICTORIA AND ALBERT" (IN CENTRE) PRECEDED BY THE TRINITY HOUSE VESSEL "PATRICIA" AND ESCORTED BY THE ADMIRALTY YACHT "ENCHANTRESS."

At 2 p.m. on July 16 the Royal Yacht "Victoria and Albert," with the King on the bridge, left Portsmouth to begin the Jubilee Review. After she had secured to moorings, his Majesty received on board the Admirals and other officers commanding ships present. At 4 p.m. the "Victoria and Albert" entered the lines, preceded by

the Trinity House vessel "Patricia" and escorted (behind) by the Admiralty yacht "Enchantress." The "Patricia" is the only ship privileged to precede the Royal Yacht in a review, because the Elder Brethren of Trinity House are the pilots in chief of the Empire. It is their duty to pilot the King along a safe course.



A COMMEMORATIVE TRIBUTE TO ONE OF BRITAIN'S GREAT SEAMEN: THE MODEL OF DRAKE'S "GOLDEN HIND"—THE FIRST ENGLISH SHIP TO SAIL ROUND THE WORLD (IN 1577-80).

Britain's naval might in Elizabethan days is identified with the exploits of Sir Francis Drake, the victor of the Armada. A memento of his fame, in the form of an exact half-scale model of his ship, the "Golden Hind," in which he circumnavigated the globe, and on whose poop he was knighted by Queen Elizabeth, will be the feature of Navy Week at Plymouth (August 3 to 10), which this year offers exceptionally interesting attractions. Drake's 100-ton vessel, 69 ft. long, was originally called the "Pelican" (as commemorated on the model's stern), but during the voyage he renamed her "Golden Hind," in honour of his patron,

Sir Christopher Hatton, whose crest was a hind. The model is manned by two officers and nine seamen from H.M.S. "Drake," the Royal Naval Barracks at Devonport, all in Elizabethan dress. It was arranged that early in July the vessel should visit Exeter and Torquay, and at the Saltash Royal Regatta on July 27 re-enact a romantic incident. Drake landed from the "Golden Hind" at Saltash and went to Mary Newman's cottage (still standing and occupied), to propose to her. On July 27 the model will arrive there, and Drake's impersonator will be received at the cottage by the Mayoress, dressed as Mary Newman.



PART OF A BRITISH FLEET PUTTING TO SEA FOR NAVAL EXERCISES: A LINE OF DESTROYERS, OF THE MEDITERRANEAN FLEET, SPEEDING OUT FROM GIBRALTAR.



A HUGE WAVE OVER THE BOWS OF H.M.S. "ROYAL OAK": A VIEW FROM H.M.S. "QUEEN ELIZABETH" (PARTLY SEEN IN FOREGROUND), FLAGSHIP OF THE MEDITERRANEAN FLEET.

BRITISH FLEETS AT SEA IN CALM AND STORM: DESTROYERS AND BATTLESHIPS MOVING AT SPEED DURING NAVAL EXERCISES.

The illustrations on this page show battleships and destroyers taking part in naval exercises. H.M.S. "Queen Elizabeth," which has been the principal flagship in the Navy for nearly twenty years, is at the present time the flagship of the Commander-in-Chief of the Mediterranean Fleet (Admiral Sir William Fisher). It was decided that she should refit during August and recommission before returning

to the Mediterranean. She was completed in January 1915, and gives her name to the class of battleships which includes also the "Warspite," "Valiant," "Barham," and "Malaya." Their displacement is 31,100 tons, and their main armament eight 15-inch guns. The battleship "Royal Oak" (29,150 tons), completed in 1916, belongs to the "Royal Sovereign" class, and carries eight 15-inch guns.



THE MIGHT OF THE BRITISH NAVY AS PUT FORTH IN ACTION: THE GREAT BATTLESHIP, H.M.S. "RODNEY," FIRING HER TERRIFIC BROADSIDE OF NINE 16-INCH GUNS PLACED IN THREE TRIPLE TURRETS.



THE PRESENT FLAGSHIP OF THE COMMANDER-IN-CHIEF OF THE HOME FLEET: H.M.S. "NELSON," A SISTER SHIP TO THE "RODNEY" IN DIMENSIONS AND ARMAMENT.

THE BIGGEST BROADSIDE IN THE BRITISH NAVY AND THE TYPE OF SHIP THAT FIRES IT: THE "RODNEY" IN "ACTION," AND A GENERAL VIEW OF HER SISTER SHIP, THE "NELSON."

H.M.S. "Nelson" and "Rodney," the two latest and largest battleships of the British Navy, were both laid down in 1922 and completed in 1927. Each carries, as her main armament, nine 16-inch guns, arranged in three triple turrets forward of the control tower. The "Rodney's" displacement is somewhat greater than that of the "Nelson"—33,900 tons as against 33,500 tons. In "Jane's Fighting

Ships" it is stated: "They are reduced editions of the 48,000-ton battle-cruisers, ordered in 1921 and cancelled under the Washington Treaty, in which 16-inch gunned triple turrets were to have been mounted." These ships constitute the Second Battle Squadron, which forms the principal section of the Home Fleet, under Admiral Lord Cork as Commander-in-Chief, flying his flag in the "Nelson."



BRITISH CAPITAL SHIPS OF THE 17TH AND 20TH CENTURIES COMPARED: THE 1739-TON "BRITANNIA" OF 1682 AS SHE WOULD APPEAR BESIDE THE LATEST BATTLESHIP OF TO-DAY, THE 33,900-TON "RODNEY."



NELSON'S FLAGSHIP AT TRAFALGAR AS SHE WOULD APPEAR BESIDE A MODERN BATTLE-CRUISER: THE "VICTORY" (2162 TONS) SHOWN IN CONTRAST WITH H.M.S. "HOOD" (42,100 TONS).

THE NAVY'S GREATEST SHIPS AT THREE PERIODS: PAST AND PRESENT COMPARED.

In these two pictures Mr. Gregory Robinson, the well-known marine artist, visualises two famous bygone British warships as they would appear beside giants of our modern Navy. The dimensions of the "Britannia," built in 1682, were as follows: length—(gun-deck), 167 ft. ; (water-line), 170 ft. ; (keel), 148 ft. ; beam—47 ft. 4 in. ; depth—19 ft. 7½ in. ; tonnage—1739. She carried 780 men and 100 guns. The dimensions of the battleship "Rodney" (completed in 1927) are: length—(water-line), 702 ft. ; (over-all), 710 ft. ; beam, 106 ft. ; mean draught, 30 ft. ; displacement, 33,900 tons. Her complement, as flagship, is 1361, and as private ship, 1314.

She carries nine 16-inch guns, with much other armament. Nelson's "Victory" was built in 1765. Her dimensions are: length (jib boom-end to taffrail), 304 ft. ; (figure-head to taffrail), 222 ft. ; (gun-deck), 186 ft. ; (keel), 151½ ft. ; beam, 52 ft. ; depth in hold, 21 ft. ; height from royal mast head to water-line, 201 ft. ; tonnage, 2162. She carried 850 men and 100 guns. H.M.S. "Hood" was completed in 1920. Her displacement is 42,100 tons (46,200 full load) ; length over-all, 860 ft. 7 in. ; beam, 105 ft. 2½ in. ; maximum draught, 31½ ft. ; and height (water-line to masthead) about 142 ft. She carries a crew of 1341, and eight 15-inch guns.

THE PAGEANT OF BRITISH SEA POWER: WARSHIPS AT THE GREAT REVIEW.



THE "RODNEY," OF THE "NELSON" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "NELSON" AND H.M.S. "RODNEY.")

"RODNEY." In F Line. Battleship. Displacement: 33,900 tons. Length: 710 ft. Beam: 106 ft. H.P.: 45,000. Completed: 1927. Speed: 23 knots. War Complement: 1315. Armament—Guns: 9 16-in., 12 6-in., 6 4.7-in. A.A., 4 3-pdr., 6 2-pdr., 5 machine-guns, 11 light guns under 15 cwt. 2 torpedo tubes (submerged).



THE "ROYAL SOVEREIGN," OF THE "ROYAL SOVEREIGN" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "ROYAL SOVEREIGN," H.M.S. "RESOLUTION," H.M.S. "RAMILLIES," AND H.M.S. "REVENGE.")

"ROYAL SOVEREIGN." In E Line. Battleship. Displacement: 29,150 tons. Length: 620 ft. Beam: 101 ft. H.P.: 40,000. Completed: 1916. Speed: 23 knots. War Complement: 1104. Armament—Guns: 8 15-in., 12 6-in., 4 3-pdr., 4 4-in. A.A., 5 machine-guns, 11 light guns under 15 cwt. 2 torpedo tubes (submerged).

THE PAGEANT OF BRITISH SEA POWER: WARSHIPS AT THE GREAT REVIEW.



THE "CARDIFF" (FLAGSHIP, 10TH CRUISER SQUADRON), OF THE "CERES" CLASS.
(THIS CLASS WAS REPRESENTED AT THE REVIEW BY THE CRUISERS H.M.S. "CARDIFF," H.M.S. "COVENTRY," AND H.M.S. "CURACOA.")

"CARDIFF." In G Line. Cruiser. Displacement: 4290 tons. Length: 450 ft. Beam: 43 $\frac{1}{2}$ ft. H.P.: 40,000. Completed: 1917. Speed: 29 knots. War Complement: 430. Armament—Guns: 5 6-in., 2 3-in. A.A., 4 3-pdr., 2 2-pdr. Pom Poms, 2 machine-guns, 8 light guns under 15 cwt. 8 torpedo tubes (above water).



THE "CAIRO" (BROAD PENDANT, HOME FLEET DESTROYERS), OF THE "CARLISLE" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "CAIRO.")
"CAIRO." In F Line. Cruiser. Displacement: 4200 tons. Length: 451 $\frac{1}{2}$ ft. Beam: 43 $\frac{1}{2}$ ft. H.P.: 40,000. Completed: 1919. Speed: 29 knots. War Complement: 415. Main Armament—Guns: 5 6-in., 2 3-in. A.A., 4 3-pdr., 2 2-pdr. Pom Poms. 8 torpedo tubes (above water).



THE "LONDON" (FLAGSHIP, 1ST CRUISER SQUADRON), OF THE "LONDON" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "LONDON," H.M.S. "DEVONSHIRE," AND H.M.S. "SHROPSHIRE.")

"LONDON." In D Line. Cruiser. Displacement: 9730 tons. Length: 633 ft. Beam: 66 ft. H.P.: 80,000. Completed: 1929. Speed: 32 $\frac{1}{2}$ knots. War Complement: 685. Armament—Guns: 8 8-in., 4 4-in. A.A., 4 3-pdr., 4 2-pdr. Pom Poms, 4 machine-guns, 8 light guns under 15 cwt. 8 torpedo tubes (quadruple); 1 aircraft. The Lord Mayor of London (Sir Stephen Killik) and the Lady Mayoress accepted an invitation to attend the Review on board the "London."



THE "ORION" (FLAGSHIP, 2ND CRUISER SQUADRON), OF THE "LEANDER" CLASS.
(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "ORION," H.M.S. "LEANDER," H.M.S. "NEPTUNE," AND H.M.S. "ACHILLES.")

"ORION." In E Line. Cruiser. Displacement: 7070 tons. Length: 554 $\frac{1}{2}$ ft. Beam: 55 $\frac{1}{2}$ ft. H.P.: 72,000. Completed: 1934. Speed: 32 $\frac{1}{2}$ knots. War Complement: 570. Armament—Guns: 8 6-in., 4 4-in. A.A., 4 3-pdr., 5 machine-guns, 12 smaller guns, 2 torpedo tubes (quadruple); 1 aircraft.



THE "EFFINGHAM" (FLAGSHIP, RESERVE FLEET), IMPROVED "BIRMINGHAM" CLASS.
(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "EFFINGHAM," H.M.S. "FROBISHER," H.M.S. "HAWKINS," AND H.M.S. "VINDICTIVE.")

"EFFINGHAM." In G Line. Cruiser. Displacement: 9770 tons. Length: 605 ft. Beam: 65 ft. H.P.: 65,000. Completed: 1925. Speed: 30 $\frac{1}{2}$ knots. War Complement: 713. Armament—Guns: 7 75-in., 3 4-in. A.A., 4 3-pdr., 2 2-pdr., 2 machine-guns, 8 light guns under 15 cwt. 5 torpedo tubes (4 above water, 1 submerged).

THE PAGEANT OF BRITISH SEA POWER: WARSHIPS AT THE GREAT REVIEW.



THE "QUEEN ELIZABETH" (FLAGSHIP, MEDITERRANEAN FLEET), OF THE "QUEEN ELIZABETH" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY H.M.S. "QUEEN ELIZABETH," H.M.S. "VALIANT," AND H.M.S. "BARTHAM.")
"QUEEN ELIZABETH" (here seen being passed by the submarine "Clyde," of the "Thames" class). In E Line. Battleship. Displacement: 31,100 tons. Length: 639 $\frac{1}{2}$ ft. Beam: 104 ft. H.P.: 75,000. Completed: 1915. Speed: 25 knots. War Complement: 1187. Armament—Guns: 8 15-in., 12 6-in., 4 3-pdr., 4 4-in. A.A., 5 machine-guns, 11 light guns under 15 cwt. 2 torpedo tubes (submerged).



THE "HOOD" (FLAGSHIP, BATTLE-CRUISER SQUADRON).

(H.M.S. "HOOD," WHICH WAS AT THE REVIEW, IS THE ONLY SHIP OF HER CLASS.)

"HOOD." In E Line. Battle-cruiser. Displacement: 42,100 tons. Length: 860 $\frac{1}{2}$ ft. Beam: 105 $\frac{1}{2}$ ft. H.P.: 144,000. Completed: 1920. Speed: 31 knots. War Complement: 1341. Armament—Guns: 8 15-in., 12 5.5-in., 4 4-in. A.A., 4 3-pdr., 2 2-pdr., 5 machine-guns, 11 light guns under 15 cwt. 6 torpedo tubes (4 above water; 2 submerged).

THE PAGEANT OF BRITISH SEA POWER: FLOTILLA-LEADERS,

DESTROYERS, AND SUBMARINES AT THE GREAT REVIEW.



THE "ACTIVE," OF THE "ACASTA" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "ACTIVE," "ACHERON," "ACASTA," "ANTELOPE," "ANTHONY," "ARDENT," "ARROW," AND "KEITH.") "ACTIVE" In C Line. Destroyer. Displacement: 1350 tons. Length: 322 ft. Speed: 35 knots. Completed: 1930. Main Armament: 4 4.7-in. guns, 8 torpedo tubes (quadruple).

THE "BASILISK," OF THE "BEAGLE" CLASS.
(REPRESENTED BY "BASILISK," "BEAGLE," "BLANCHE," "ROADICEA," "BOREAS," "BRAZEN," "BRILLIANT," "BULLDOG," AND "KEMPENFELT.")

"BASILISK" In D Line. Destroyer. Displacement: 1360 tons. Length: 322 ft. Speed: 35 knots. Completed: 1930. Main Armament: 4 4.7-in. guns, 8 torpedo tubes (quadruple).



THE "CRUSADER," OF THE "CRUSADER" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "CRUSADER," "COMET," "CYGNET," AND "CRESCENT.") "CRUSADER" In E Line. Destroyer. Displacement: 1375 tons. Length: 317 ft. Speed: 35½ knots. Completed: 1931. Main Armament: 4 4.7-in. guns, 1 3-in. A.A., 8 torpedo tubes.



THE "CODRINGTON," OF THE ADMIRALTY TYPE.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "CODRINGTON," "EXMOUTH," AND "FAULKNOR.") "CODRINGTON" In C Line. Flotilla-leader. Displacement: 1540 tons. Length: 332 ft. Speed: 35 knots. Completed: 1930. Main Armament: 5 4.7-in. guns, 8 torpedo tubes.



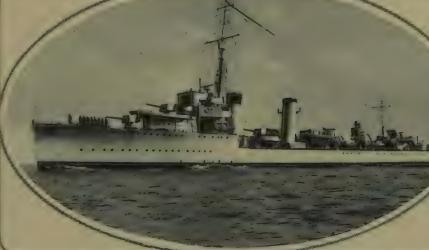
THE "ELECTRA," OF THE "E" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "ELECTRA," "ECHO," "ECLIPSE," "ESCAPE," "ESCAPE," "ESCAPE," "EXPRESS," AND "ENCOUNTER.") "ELECTRA" In F Line. Destroyer. Displacement: 1375 tons. Length: 317 ft. Speed: 36½ knots. Completed: 1934. Main Armament: 4 4.7-in. guns, 1 3-in. A.A., 8 torpedo tubes.



THE "BROKE" (FLAGSHIP, RESERVE FLEET DESTROYERS), OF THE THORNEYCROFT TYPE ("SHAKESPEARE" CLASS).

(THIS CLASS WAS REPRESENTED AT THE REVIEW ONLY BY "BROKE.") "BROKE" In G Line. Flotilla-leader. Displacement: 1460 tons. Length: 329 ft. Speed: 36 knots. Completed: 1924. Main Armament: 5 4.7-in. guns, 1 3-in. A.A., 6 torpedo tubes.



THE "CAMPBELL," OF THE ADMIRALTY LARGE DESIGN (SCOTT TYPE).

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "CAMPBELL," "DOUGLAS," "MONTROSE," AND "MACKAY.") "CAMPBELL" In F Line. Flotilla-leader. Displacement: 1530 tons. Length: 332 ft. Speed: 36½ knots. Completed: 1918. Main Armament: 5 4.7-in. guns, 1 3-in. A.A., 6 torpedo tubes.



THE "FORTUNE," OF THE "F" CLASS.

(THIS CLASS WAS REPRESENTED BY "FORTUNE," "FORESTER," "FURY," "FOXHOUND," "FEARLESS," "FORESIGHT," "FAME," AND "FIREDRAKE.") "FORTUNE" In D Line. Destroyer. Displacement: 1375 tons. Length: 317 ft. Speed: 35½ knots. Completed: 1934. Main Armament: 4 4.7-in. guns, 1 3-in. A.A., 8 torpedo tubes.



THE "KEMPENFELT," OF THE "BEAGLE" CLASS.

(REPRESENTED AT THE REVIEW BY "KEMPENFELT," "BASILISK," "BEAGLE," "BLANCHE," "ROADICEA," "BOREAS," "BRAZEN," "BRILLIANT," AND "BULLDOG.") "KEMPENFELT" In E Line. Destroyer. Displacement: 1390 tons. Length: 323 ft. Speed: 35 knots. Completed: 1931. Main Armament: 4 4.7-in. guns, 8 torpedo tubes.

THE "SARDONYX," OF THE ADMIRALTY "S" CLASS.
(REPRESENTED BY "SARDONYX," "SCOUT," "SAUER," "SALADIN," "THAMER," "TENEDOS," "SCOTSMAN," "STRONGHOLD," "STURDY," "SEARCHER," AND "SCIMITAR.")

"SARDONYX" In K Line. Destroyer. Displacement: 905 tons. Length: 276 ft. Speed: 36 knots. Completed: 1919. Main Armament: 3 4-in. guns, 4 torpedo tubes.



THE "THRUSTER," OF THE ADMIRALTY "R" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "THRUSTER," "TORRID," "SABLE," "ROWENA," "TEMPEST," "RESTLESS," AND "SKATE.") "THRUSTER" In G Line. Destroyer. Displacement: 900 tons. Length: 275 ft. Speed: 36 knots. Completed: 1919. Main Armament: 3 4-in. guns, 4 torpedo tubes.



THE "VESPER," OF THE ADMIRALTY "V" CLASS.

(THIS CLASS WAS REPRESENTED BY "VESPER," "VALOROUS," AND "VIVIAN.") "VESPER" In F Line. Destroyer. Displacement: 1090 tons. Length: 312 ft. Speed: 34 knots. Completed: 1918. Main Armament: 4 4-in. guns, 6 torpedo tubes.



THE "OTWAY," OF THE "O" CLASS.

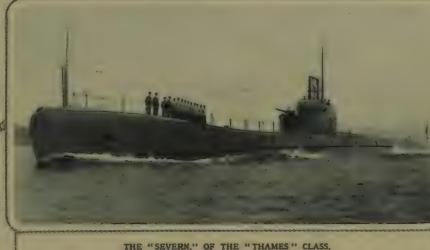
(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "OTWAY" AND "OXLEY.") "OTWAY" In D Line. Submarine. Displacement: 1324/1835 tons. Length: 360 ft. Speed: 15½ knots. Completed: 1927. Main Armament: 1 4-in. gun, 8 torpedo tubes.

THE "PORPOISE," OF THE MINELEAYER CLASS.
(THIS CLASS WAS REPRESENTED AT THE REVIEW ONLY BY "PORPOISE.")

"PORPOISE" In D Line. Submarine. Displacement: 1300/2000 tons. Length: 267 ft. Speed: 15½ knots. Completed: 1932. Main Armament: 1 4.7-in. gun, 6 tubes, and mines.

THE "SEALION," OF THE "SWORDFISH" CLASS.
(THIS CLASS WAS REPRESENTED BY "SEALION," "SWORDFISH," "STURGEON," "STARFISH," "SEAHORSE," "SHARK," "SNAPPER," AND "SALMON.")

"SEALION" In C Line. Submarine. Displacement: 670/690 tons. Length: 202 ft. Speed: 13½ knots. Completed: 1934. Main Armament: 6 torpedo tubes.

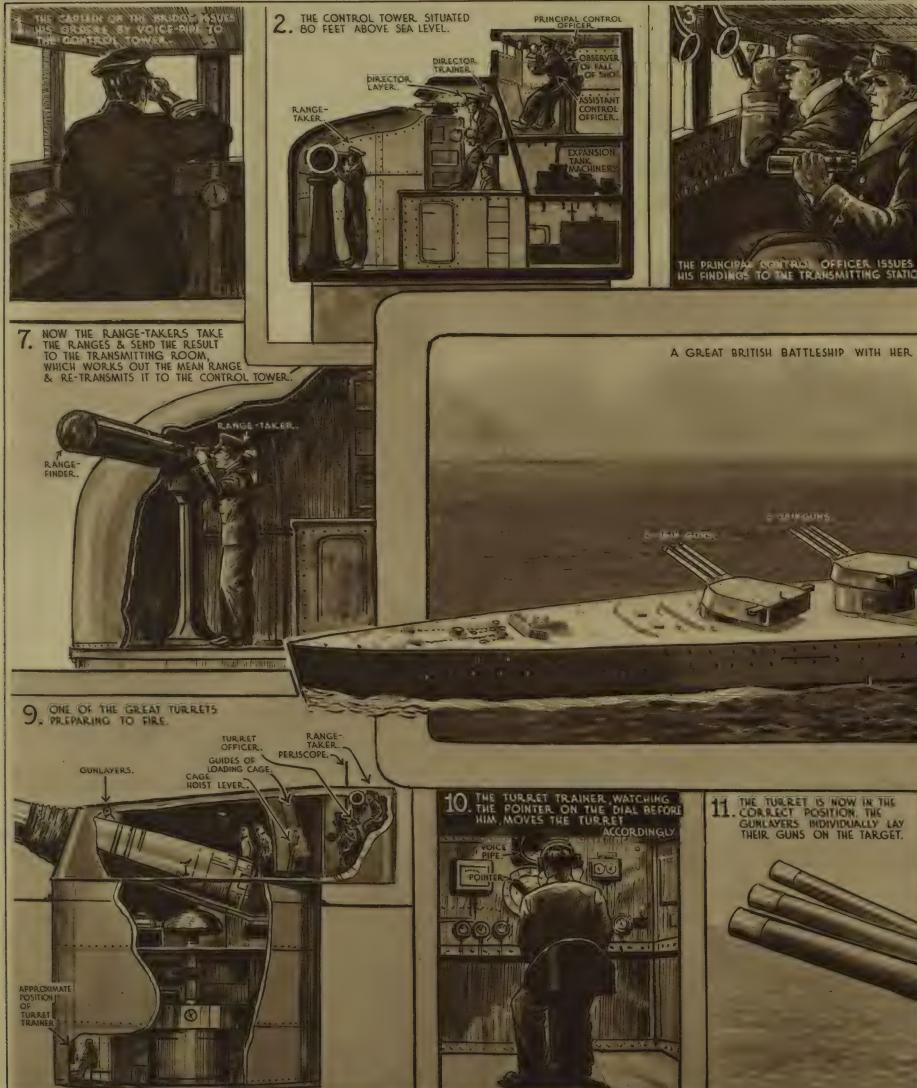


THE "SEVERN," OF THE "THAMES" CLASS.

(THIS CLASS WAS REPRESENTED AT THE REVIEW BY "SEVERN" AND "CLYDE.") "SEVERN" In C Line. Submarine. Displacement: 1850/210 tons. Length: 345 ft. Speed: 22½ knots. Completed: 1934. Main Armament: 1 4-in. gun, 6 torpedo tubes.

ALL THAT GOES TO PRODUCE A GREAT BRITISH WARSHIP'S

DRAWN BY OUR SPECIAL ARTIST

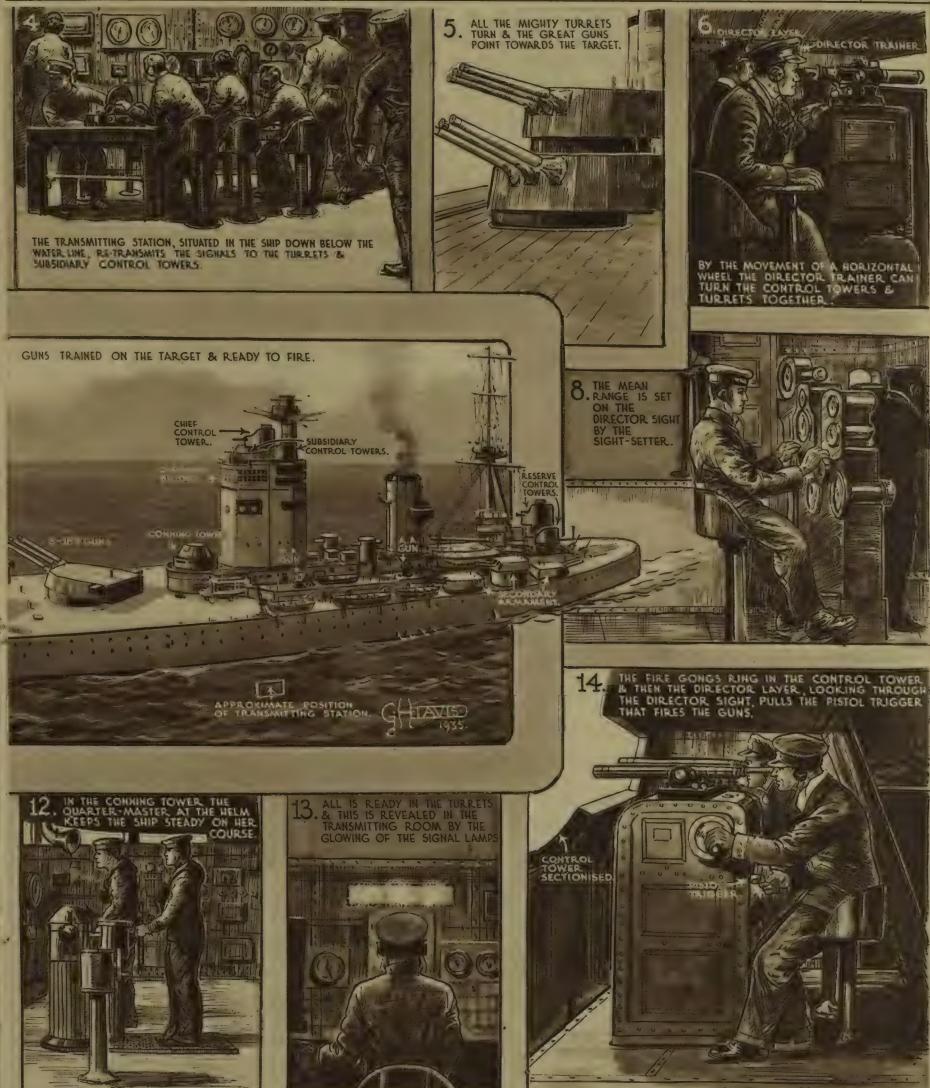


FROM THE CAPTAIN'S QUIETLY SPOKEN ORDER TO THE PULLING OF THE PISTOL-TRIGGER, PROCESSES INVOLVED IN THE GUNNERY EXERCISES SCHEDULED TO FOLLOW THE NAVAL REVIEW-

This drawing is intended to illustrate, in rough outline only, and explain in simple terms the severely scientific procedure of fighting a modern battleship, where the work of the gunners is reduced to cold mechanics and mathematics. From the Captain on the bridge, quickly issuing his commands, goes a message to officers and men cooped up in the control tower over the deck, some 60 feet above the water line. Looking through a slit in the "upper story" of the control tower, the Principal Control Officer, through his voice-pipe, points out the target to the transmitting station far down in the ship below the water-line. Meanwhile the Director Trainer trains the control tower on to the target and simultaneously all the main armament and the other control towers turn in the same direction. The transmitting station remains in its position, but the target is moved in the station's conehead. The range-finders in the control towers, turrets take a range of the target and these are sent to the transmitting station, which works out the mean ranges and passes this information back to the control tower. The mean range is set on the director sight, while the elevation and training directions

"BATTLE-THUNDER": COLD SCIENCE BEHIND THE BIG GUNS.

G. H. DAVIS, WITH OFFICIAL PERMISSION.



AN OUTLINE OF SUCCESSIVE STAGES IN FIRING A SUPER-DREADNOUGHT'S 16-INCH GUNS—
AND EXEMPLIFIED BY OUR COLOURED ILLUSTRATION OF H.M.S. "RODNEY" FIRING A BROADSIDE

are sent to the gunlayers in the turrets. The Turret Trainer, watching the pointer of a dial, moves the turret and its three gigantic guns accordingly. The gunner assumes the correct position, with the officer in charge looking through his scope and the gunner pointing his gun at the target. In a few minutes they jump clear and all is ready to fire. In the meantime the Quartermaster at the helm keeps the ship steady on her appointed course. It is "Zero Hour"! Suddenly the signal lamps in the transmitting station glow brightly, indicating that all is ready in the turrets. Instantly

the signal from this station rings the fire gongs in the control towers and tunnels, and at the same moment the Director Layer, looking through his director sight, presses the trigger of the pistol gun which fires a bullet at all together with a giant searchlight, so that the bullet and the beam are directed. This bullet watch can move the great shells, each as heavy as a taxicab, go hurtling through space to the target, perhaps seventeen miles away. Then in the far distance great spouts of foam as high as a church steeple leap up from the risen sea, and denote the "straddling" of the enemy.

THE FLEET AIR ARM: CRUISERS AS MODIFIED BY AIRCRAFT EQUIPMENT.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, WITH OFFICIAL PERMISSION.

A BROADSIDE VIEW OF ONE OF OUR LATEST TYPE CRUISERS, SHOWING THE AMOUNT OF SPACE OCCUPIED BY AIR EQUIPMENT.



A FEATURE OF THE NAVY REPRESENTED IN THE JUBILEE REVIEW PROGRAMME: THE EFFECT OF AVIATION DEVELOPMENT ON CRUISER CONSTRUCTION—SEAPLANES; CATAFULTS; HIGH-ANGLE GUNS; SPEED-BOATS TO PICK UP AIRCRAFT IN EMERGENCY.

Among the events arranged for the Jubilee Naval Review was a fly past by aircraft of the Fleet Air Arm, which, of course, is limited to machines operating from ships at sea. As mentioned elsewhere, they comprise float seaplanes used from fighting ships and special land 'planes working from aircraft-carriers. In Combined Exercises R.A.F. bombers of the Home Defence Air Force are also occasionally employed. Of late years the development of aircraft has set naval architects a new problem—to find deck space for ships' aeroplanes and their launching catapults. Our drawing shows that in British cruisers of the latest type about half the deck is devoted to aircraft equipment. The modern catapult as used in the Navy is of the collapsible type. The seaplane is mounted on a trolley running on rails on the catapult, and is attached to steel cables which

pass over pulleys. The propulsive force is provided by a cylinder driven either by compressed air or an explosive charge. When the cylinder piston is driven out, it causes the cables to move the trolley forward, but retarding cables prevent the trolley violently colliding with the end of the runway and stopping with a jerk. This gives a smooth launch and prevents the aircraft propeller pulling the trolley and aircraft forward prematurely. Other interesting features of the modern cruiser are the high angle at which its main armament can now be fired at enemy aircraft, speed-boats for rapid inter-communication, and the general adoption of "ripple" firing from torpedo tubes. Instead of a simultaneous salvo, the tubes are fired rapidly one after the other, thereby increasing the chance of a direct hit on the target.

CO-OPERATORS WITH THE NAVY: THE LATEST FLYING BOATS OF THE R.A.F.



THE ONLY AIRCRAFT OF ITS KIND: THE SHORT FLYING BOAT "R.6/28" (ENGINES: 6 "BUZZARD" III.)—A MULTI-SEATER DESIGNED FOR OPEN SEA RECONNAISSANCE DUTY: SHORE-BASED, BUT AVAILABLE FOR CO-OPERATION WITH NAVAL FORCES.



THE LATEST TYPE OF FLYING BOAT NOW BEING PRODUCED IN NUMBERS FOR THE R.A.F.: THE SUPERMARINE "SCAPA" (ENGINES: 2 "KESTREL" [M.S.])—A MULTI-SEATER DESIGNED FOR OPEN SEA RECONNAISSANCE; SHORE-BASED, BUT AVAILABLE FOR CO-OPERATION WITH NAVAL FORCES.

The flying boats here illustrated belong to the class of R.A.F. shore-based aircraft which may be employed in co-operation with naval forces and are multi-seaters used for reconnaissance. The service ceiling of the Supermarine "Scapa" is 14,950 feet, and her speed is 143 m.p.h. They are R.A.F. machines. The Fleet Air Arm is confined to aircraft operating from ships at sea—float seaplanes for use from fighting ships, and special land 'planes working from aircraft-

carriers. R.A.F. bombers of the Home Defence Air Force are also employed occasionally in Combined Exercises. "Brassey's Naval and Shipping Annual" for 1935 states definitely that, of the 41 squadrons to be added to the Royal Air Force in accordance with Mr. Baldwin's general Air Defences announcement on July 19, 1934, 3½ squadrons are intended for the Fleet Air Arm, despite the fact that no specific mention of that Arm was made at the time.

BRITAIN'S SEA FIGHTING POWER AT TRAFALGAR: NELSON'S FLAGSHIP.



NELSON'S "VICTORY": A MODEL OF THE 100-GUN SHIP (TONNAGE, 2162) IN WHICH HE FOUGHT AND DIED AT TRAFALGAR—SCHEDULED TO VISIT SPITHEAD AT THE TIME OF THE JUBILEE NAVAL REVIEW.

As mentioned elsewhere in this number, under a coloured illustration of Nelson's flagship as she would appear beside H.M.S. "Hood," the great battle-cruiser of to-day, the "Victory" (2162 tons) was built in 1765. She carried 100 guns and 850 men. The 50-ft. scale model shown above, an exact replica of the famous ship in miniature, was built at Portsmouth Dockyard in 1930. Lately she was commissioned for a cruise to south-coast ports, under Paymaster Captain

J. H. Batchelor, with a crew of 24 officers of H.M.S. "Nelson," flagship of the Home Fleet. It was arranged that on July 11 the model should sail for Spithead, calling on the way at Poole and Bournemouth, and should remain at Spithead during the Jubilee Naval Review, afterwards probably visiting Brighton and adjacent places. At the end of July she is due to return to Portsmouth for Navy Week, which will last from August 3 to 10.

BRITAIN'S SEA FIGHTING POWER TO-DAY: A GREAT MODERN BATTLESHIP.



H.M.S. "BARHAM": THE FLAGSHIP OF THE REAR-ADMIRAL OF THE 2ND BATTLE SQUADRON, IN THE HOME FLEET--
A 31,100-TON BATTLESHIP CARRYING EIGHT 15-INCH GUNS AND TWELVE 6-INCH GUNS.

The 2nd Battle Squadron, forming part of the Home Fleet, consists of H.M.S. "Nelson" (flagship of the Commander-in-Chief, Admiral the Earl of Cork), H.M.S. "Rodney," H.M.S. "Barham" (flagship of Rear-Admiral Max Horton), and H.M.S. "Valiant." Our photograph shows the "Barham" at sea in rough weather, with a big wave breaking over her bows. All her eight 15-inch guns, arranged in four double turrets, and her twelve 6-inch guns are seen pointing

to starboard. The "Barham" (31,100 tons) is one of the five battleships of the "Queen Elizabeth" class, which includes also the "Warspite," "Valiant," and "Malaya." They are all fitted as flagships, and carry a complement of 1124 or 1184 men. The "Barham" was laid down in 1913, launched in 1914, and completed in 1915. Her armament includes also four 4-inch anti-aircraft guns and four 3-pounders, and she carries an aeroplane and catapult.



ASSEMBLED FOR THE SILVER JUBILEE REVIEW BY ADMIRAL OF THE FLEET HIS MAJESTY THE KING: THE SHIPS AT SPITHEAD, WITH H.M.S. YACHT PASSING THROUGH THE LINES.—THE GREATEST PAGEANT OF BRITISH SEA POWER SEEN SINCE THE GREAT WAR.

This panorama shows the berthing arrangements made for the Review of the Fleet at Spithead by His Majesty the King on July 16. The pageant includes ships of the Royal Navy, the Royal Indian Navy, the Royal Australian Navy, the Merchant Navy, and the fishing fleet. The artist has taken a point of view about mid-way between Southsea and Steepness, looking west and north (right). In A line the northernmost ships seen minewavers divided into two sections by a fairway. On the right (from right to left) are "Halcyon," "Skipper" (the ship which went to Belgium for the Duke and Duchess of York's visit to the Brussels Exhibition), "Hussar," and "Hornet."

and westward of the fairway are "Dunoon," "Selkirk," and "Tiverton." In B line are seen (right) destroyers of the 3rd Flotilla, "Arrow," "Antelope," and "Searcher"; and, further west, the sloops "Harebell" and "Godeita," and the Scottish Fisher Board vessel. Neither

nor B line extends beyond Gilkicker Point. C line begins with the 3rd Destroyer Flotilla led by the light cruiser "Coventry."

A then the flotilla-leader "Codrington" and destroyers "Acasta," "Acheron," "Active," "Acasta," and "Anthony"; then the

new mineweper "Indus," of the Royal Indian Navy. Still in C line, in Stokes Bay, are the flotilla-leader "Douglas," the 1st and

2nd Submarine Flotillas, and the submarine depot ship "Cyclops." In D line is seen the 1st Cruiser Squadron, Mediterranean Fleet. On the right is the "London," followed by the "Australia" of the Royal Australian Navy, and the cruisers "Devonshire" and "Shropshire." Then come the 4th and 6th Destroyer Flotillas, led by the "Keith" and the 5th and 6th Submarine Flotillas. E line contains the 1st Battle Squadron, Home Fleet, the 5th Destroyer Flotilla, and the 1st Anti-Submarine Flotilla. G line contains the Reserve Fleet, 10th Cruiser Squadrons, and the 9th Destroyer Flotilla. The chief ships of E, F, and G lines are named in the drawing.

Then come that the track of the Royal Yacht, in the Review, should be between lines D and E going westward and lines F and G returning eastward. By ancient custom, the Trinity House yacht "Patricia" precedes the "Victoria

and Albert."—From the drawing specially done by C. E. TURNER for "THE ILLUSTRATED LONDON NEWS" from official information supplied by the Admiralty.

FIGHTERS OF THE ROYAL AIR FORCE: "DEMONS" ENGAGED IN AIR DRILL.

Do not cut along this edge, but unfold the Panorama overleaf.



THE FASTEST TWO-SEATER AIRCRAFT IN THE COUNTRY: "DEMONS" FLYING IN ECHELON RIGHT-UP FORMATION.—MACHINES THAT ARE ESSENTIALLY FIGHTERS BUT CAN BE USED FOR BOMBING.

Hawker "Demons" are here seen flying in echelon right-up formation. They are standard R.A.F. land machines (engine: Rolls-Royce "Kestrel"), and are the fastest two-seater fighters in the country. A photograph of some of them in flight was given in our issue of June 29 and showed them diving through the clouds at a speed of over 200 miles an hour. We then recorded that one pilot, diving in a "Demon," announced by radio telephony: "The speed is

now 160; now it is 180," and so on until the velocity was 230 miles per hour. A flight of "Demons" took part in the Tactical Training event at the recent R.A.F. Display at Hendon, when, with a flight of single-seater "Furies," they attacked raiding enemy bombers, acting in accordance with information and orders conveyed by radio telephony. "Demons" were also detailed for duty at the Silver Jubilee Review of the R.A.F. by its Chief, H.M. the King.

"SHIPS WITH A STORY" IN THE NAVAL REVIEW: FIVE MAKERS OF HISTORY.



THE "COURAGEOUS," FLAGSHIP OF THE R.A. AIRCRAFT-CARRIERS AT THE REVIEW: A SHIP THAT WAS DESIGNED AS A CRUISER WITH A VIEW TO BALTIC OPERATIONS, AND, CONSEQUENTLY, IS OF SHALLOW DRAUGHT.

The "Courageous" and the "Glorious" form the "Courageous" class of aircraft-carriers. "Courageous" was at the Review, in E Line; with the aircraft-carrier "Furious" stationed next to her. Both "Courageous" and "Glorious" were designed as cruisers. Their conversion into aircraft-carriers was completed in March 1928 and January 1930 respectively. Their over-all length is 786½ ft. Their displacement is 22,500 tons. Their war complement is 770.



THE "AUSTRALIA"; STATIONED WITH THE FIRST CRUISER SQUADRON, MEDITERRANEAN FLEET, IN D LINE: THE SHIP OF THE ROYAL AUSTRALIAN NAVY WHICH BROUGHT THE DUKE OF GLOUCESTER HOME.

H.M.A.S. "Australia," representative of the Royal Australian Navy, and, with the "Indus," of the Royal Indian Navy, representative of the Defence Forces of the Dominions at the Review, is of the "Kent" class of cruisers. Displacement: 9870 tons. Length: 630 ft. Beam: 68 ft. 4 in. H.P.: 80,000. Included in her armament are 8 8-in. guns, 4 4-in. A.A., and 8 torpedo tubes (above water).



THE "IRON DUKE"; AMONG "OTHER UNITS" AT THE REVIEW (IN E LINE): ADMIRAL JELLINE'S FLAGSHIP WHEN HE WAS IN COMMAND OF THE GRAND FLEET AND A BATTLESHIP MADE FAMOUS BY THE BATTLE OF JUTLAND; NOW A GUNNERY TRAINING SHIP.

The battleship "Iron Duke" was demilitarised under the London Treaty and converted into a Gunnery Training Ship (1931-32). She was among the "Other Units" at the Review, and was described as follows: "Gunnery Firing Ship.—'Iron Duke' (Gunnery Training Ship)." Jane's "Fighting Ships" describes her

thus: "Ex-battleship of 26,250 tons displacement. Demilitarised under London Treaty, 1931-32, when the B and Y turrets, conning tower, belt armour, and tt. were removed. Speed reduced to 18 knots. Employed as Gunnery T.S. Present armament: 6 13.5-in., 12 6-in. guns."



THE "LUCIA," DEPOT SHIP WITH THE SECOND SUBMARINE FLOTILLA, HOME FLEET, AT THE REVIEW: AN EX-GERMAN PRIZE, THE "SPREEWALD," A HAMBURG-AMERICA LINER CAPTURED BY H.M.S. "BERWICK" IN SEPTEMBER 1914.

The "Lucia" was converted in 1916. She is a vessel of 5805 tons. Length: 367½ ft. Beam: 45 ft. 2½ in. H.P.: 2750. Armament: Guns—2 3-pdr. A.A. Complement: 262. One of the six Submarine Depot Ships.



THE "BLUENOSE"; REPRESENTING THE CANADIAN BANKS FISHING FLEET AT THE REVIEW: A SCHOONER THAT IS THE INTERNATIONAL CHAMPION OF THE NORTH ATLANTIC FISHING FLEET; HOLDER OF THE CUP FOR FOURTEEN YEARS.

The "Bluenose" one of the representatives of the Fishing Fleets at the Review, was launched in March 1921. In October of that year she won the Nova Scotia Fleet Race and became challenger for the International Fishermen's Trophy, which she won.

FIGHTING SHIPS OF THE BRITISH NAVY: THE BATTLESHIP AND THE BATTLE-CRUISER—DETAILS OF THEIR INTERIORS.



BATTLESHIP: H.M.S. "NELSON," NOW THE FLAGSHIP OF THE HOME FLEET, ONE OF THE TWO GREAT BRITISH BATTLESHIPS BUILT UNDER THE H.M.S. "Nelson," now flagship of the Home Fleet, is one of the world's two most powerful battleships, the other being her sister-ship, the "Rodney." The "Nelson's" displacement is 33,500 tons. She is 710 ft. long over all, and has geared turbine engines of 45,000 h.p., placed in four engine rooms *forward* of the boilers (an innovation in British battleships), giving a speed of 23 knots. Her eight water-tube boilers are fired by oil fuel, of which she carries nearly 4000 tons. Fitted as a



WASHINGTON TREATY AT A COST OF OVER £6,000,000 EACH—A PANORAMIC VIEW, BROKEN DIAGRAMMATICALLY TO REVEAL INTERNAL ARRANGEMENTS. Flagship, she has a complement of 1400 officers and men. Her main armament consists of 9 16-inch guns in triple turrets, and she carries also 12 6-inch guns in six turrets, 6 4.7-inch high-angle anti-aircraft guns, many smaller weapons, and two submerged torpedo tubes. Her armour is 14 inches thick on the main belt, and 16 inches on the turrets. She was launched in 1925 and completed in 1927, at a cost of £6,410,071. Her annual upkeep amounts to about £43,000.

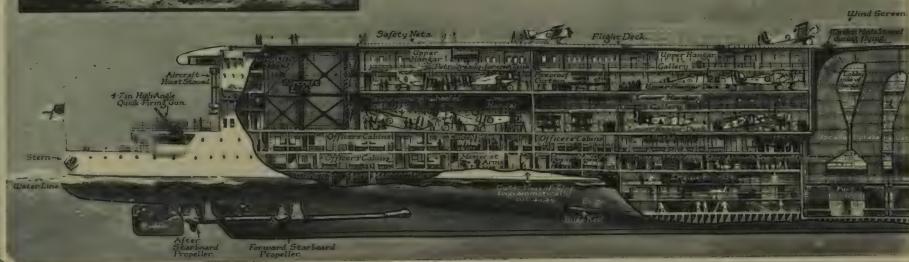


BATTLE-CRUISER: A DIAGRAMMATIC DRAWING TO SCALE SHOWING THE INTERIOR ARRANGEMENTS OF H.M.S. "RENNOWN," THE FAMOUS SHIP H.M.S. "Renown" is one of the two battle-cruisers that were selected to take part in the Jubilee Naval Review, the other being H.M.S. "Hood." The "Renown" is the Navy's eighth ship of that name. The first was the little wooden frigate "Renommee," captured from the French in 1653 and rechristened. The present "Renown" is famous as a royal "touring" ship. In 1926-27 the Duke and Duchess of York travelled in her from the Antipodes as did the Prince of Wales some six

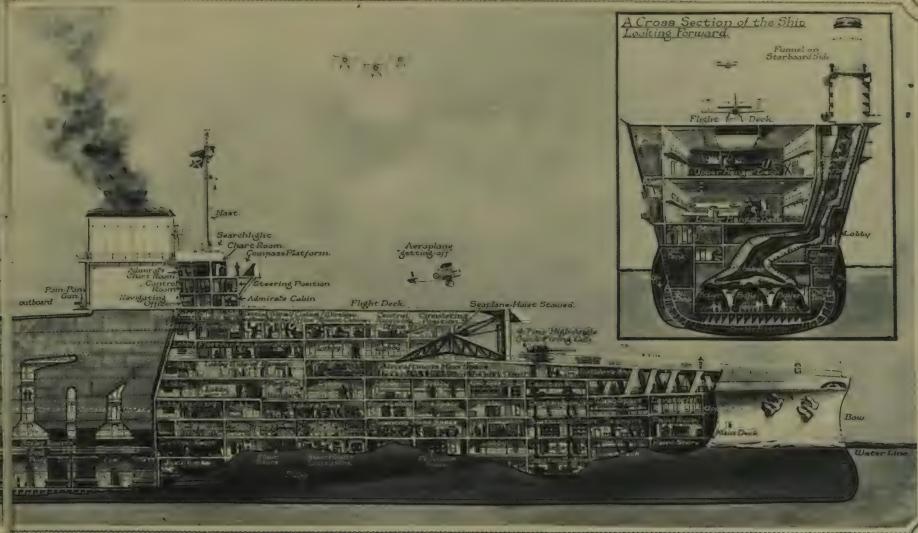


WHICH IS THE EIGHTH OF HER NAME POSSESSED, AT VARIOUS PERIODS, BY THE BRITISH NAVY, AND A SISTER-SHIP TO H.M.S. "REPULSE" years earlier. The "Renown" was launched in 1916 and completed the same year, at a cost of £3,117,204. Her extreme length is 794 ft., and her displacement 32,000 tons. Her armament includes 6 15-inch guns, 15 4-inch guns, 4 4-inch anti-aircraft guns, 4 3-pounders, 5 machine-guns, and 11 light guns, besides two submerged torpedo-tubes for 21-inch torpedoes. She also carries an aeroplane with its catapult. Her complement is 1209 officers and men.

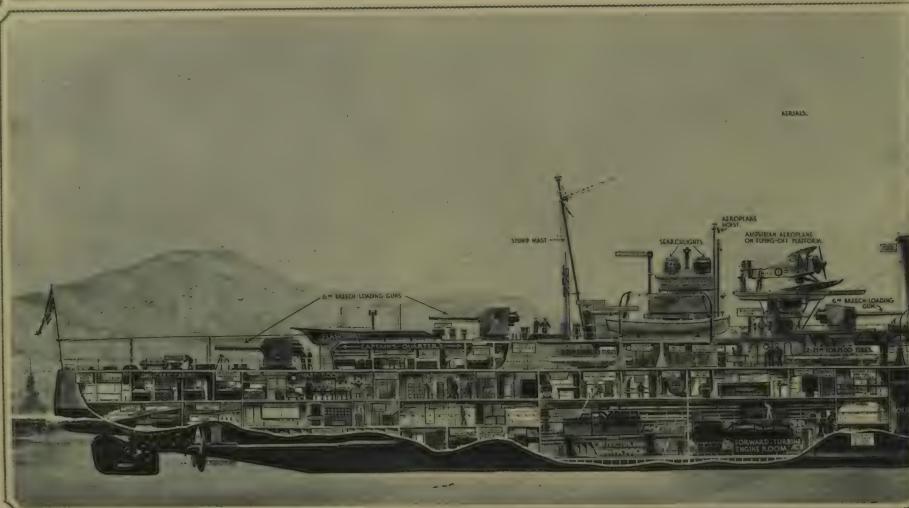
FIGHTING SHIPS OF THE BRITISH NAVY: THE AIRCRAFT CARRIER AND THE LIGHT CRUISER—DETAILS OF INTERIORS.



AIRCRAFT-CARRIER: INTERIOR DETAILS OF H.M.S. "COURAGEOUS," A SISTER-SHIP TO THE "GLORIOUS"—A PANORAMIC SECTIONAL VIEW OF A GREAT H.M.S. "Courageous" and her sister-ships, the "Glorious," each of 22,500 tons, were originally built as cruisers and launched in 1916. After the war they were both reconstructed as aircraft-carriers, the "Courageous" being completed in 1928; the "Glorious" in 1930. The first cost of the "Courageous" as a cruiser, was £1,785,940, and that of reconstruction as an aircraft-carrier, £2,115,944. The funnels and superstructure are placed on the starboard side, giving a clear flight deck for the aircraft.



"FLOATING AERODROME," THE LATEST TYPE OF WARSHIP, WITH THE SIDE CUT AWAY DIAGRAMMATICALLY TO SHOW THE STRUCTURE WITHIN. She carries some fifty aeroplanes, and the interior space is largely occupied by hangars for these machines, which are raised to the flying deck by lifts. There are also fully equipped workshops for aircraft repairs. With her great speed of over 30 knots, she can quickly reach any required destination, and in emergency can transport a large number of troops. For defence, she is armed with 16 4.7-in. high-angle guns, 4 3-pounders, and a large number of smaller weapons.

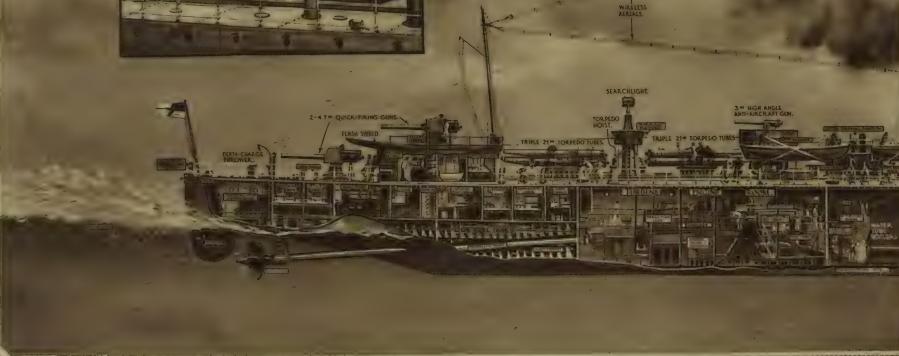
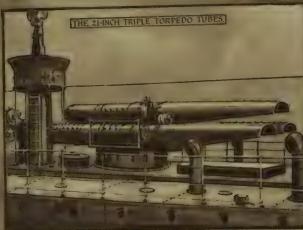


LIGHT CRUISER: A TYPICAL EXAMPLE OF THE "CARLISLE" CLASS, MOUNTING 5 6-INCH GUNS—THE STARBOARD SIDE BROKEN DIAGRAMMATICALLY. The light cruisers of the "Carlisle" class, to which the ship here shown belongs, have a standard displacement of 4200 tons (with full load, 5020 tons), and geared turbines of 40,000 h.p., giving them a speed of about 29 knots. Their main armament consists of 5 6-inch breech-loading guns, all mounted on the centre line, and they carry also 2 3-inch anti-aircraft guns, 4 3-pounders, 2 2-pounder Pom-Poms, 2 machine-guns, and 8 light guns, together with 8 above-water double



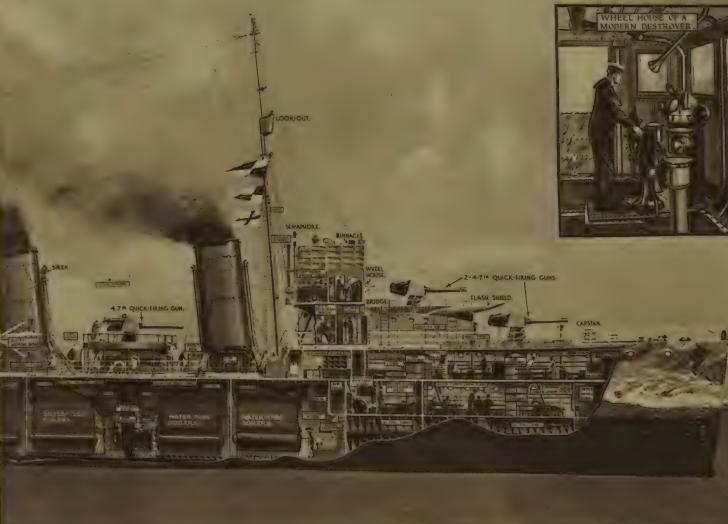
TO REVEAL THE INTERNAL ARRANGEMENTS; SHOWING ALSO DECK STRUCTURES AND THE SHIP'S AEROPLANE ON ITS FLYING-OFF PLATFORM. The light cruisers of the "Carlisle" class, to which the ship here shown belongs, have a standard displacement of 4200 tons (with full load, 5020 tons), and geared turbines of 40,000 h.p., giving them a speed of about 29 knots. Their main armament consists of 5 6-inch breech-loading guns, all mounted on the centre line, and they carry also 2 3-inch anti-aircraft guns, 4 3-pounders, 2 2-pounder Pom-Poms, 2 machine-guns, and 8 light guns, together with 8 above-water double torpedo tubes for launching 21-inch torpedoes. The length of these light cruisers is 451 ft., with a beam of 43 ft. 10 in. Their war complement is 415. The particular ship here illustrated (H.M.S. "Cairo") was launched in 1918 and completed in the following year, at a cost of £787,479. It will be noted that she is fitted with a flying-off platform for launching her aircraft. Cruisers are a vital necessity to the Empire for protection of trade routes and maintenance of communications.

FIGHTING SHIPS OF THE BRITISH NAVY: THE DESTROYER AND THE SUBMARINE—DETAILS OF THEIR INTERIORS.



DESTROYER: A SECTIONAL VIEW OF A TYPICAL BRITISH DESTROYER, OR FLOTILLA-LEADER (IN THIS CASE ONE OF THE "SHAKESPEARE" CLASS), WITH THE SIDE DIAGRAMMATICALLY REMOVED IN ORDER TO SHOW IN DETAIL THE ARRANGEMENT OF THE SHIP'S INTERIOR.

"Shakespeare" class built by Thornycroft's and completed in 1917. They are 329 ft. long, with a tonnage (full load) of 1750, and 40,000-h.p. geared turbines driving twin screws, giving a top speed of over 36 knots an hour. They carry a crew of 160. The armament comprises 5 4.7-inch guns, 1 3-inch anti-aircraft gun, 2 2-pounder anti-aircraft guns, 1 machine-gun, 4 light guns, and 2 sets of triple torpedo tubes for launching 21-inch torpedoes.



SUBMARINE: A DIAGRAMMATIC DRAWING OF A COMPOSITE CHARACTER, WHICH DOES NOT REPRESENT ANY PARTICULAR CLASS OF SHIP. The Commander, at the eye-piece of the periscope, is watching surface traffic. The First Lieutenant superintends two men seated at the hydroplane, or diving rudder, control wheels. The main oil engines, that give a surface speed of 14 to 19 knots, are out of action, and artificers are attending to repairs. The electric motors are driving the twin screws at a submerged speed of 9 to 10 knots. Fore and aft amidships are the main weapons of offence—torpedoes and their launching tubes.



BUT AFFORDS A GENERAL VIEW OF THE INTERIOR ARRANGEMENTS AND ACTIVITIES AT A MOMENT WHEN THE BOAT IS SUBMERGING. Surrounding the battery spaces are compressed-air bottles for supplying breathing air and blowing water from the ballast tanks. When a boat is to submerge, the wireless masts are lowered and the hatches secured. Men at either wheel tilt the forward hydroplanes down and the after ones up, so that the nose slides under. The boat then cruises along with a foot or two of the periscope above the surface. Fresh air is maintained inside by air trunks and fans.

ADMIRALS' QUARTERS: AMENITIES OF NELSON'S CABIN AND A MODERN SHIP.



BRITAIN'S MOST HISTORIC ADMIRAL'S CABIN: THE RESTORED FORE-CABIN OF NELSON'S QUARTERS IN THE "VICTORY"; WITH TABLE SET FOR A TRAFALGAR DAY DINNER GIVEN BY THE COMMANDER-IN-CHIEF, PORTSMOUTH.



THE ADMIRAL'S DINING CABIN IN A MODERN BRITISH FLAGSHIP; A TYPICAL SETTING FOR THE HOSPITALITY SO OFTEN EXTENDED BY BRITAIN'S NAVAL "ITINERANT AMBASSADORS."



THE ADMIRAL'S WRITING-ROOM AND STUDY IN A BRITISH FLAGSHIP: THE CABIN WHENCE ISSUE IMPORTANT DECISIONS ON STRATEGY, MANEUVRES AT SEA, DISCIPLINE, AND ALL NAVAL MATTERS.



THE ADMIRAL'S DRAWING-ROOM: A CABIN OF UNOSTENTATIOUS COMFORT, WELL SUITED TO THE OCCASIONS ON WHICH AN ADMIRAL ACTS AS THE EMPIRE'S "AMBASSADOR" IN FOREIGN WATERS.



THE ADMIRAL'S SMOKING-ROOM: A COMFORTABLE "DEN"; WITH THE ANGLE PLATES STRENGTHENING THE WARSHIP'S FRAMES HIDDEN BEHIND A FLOWERED SETTEE.



THE ADMIRAL'S SPARTAN "BED-ROOM" IN THE FLAGSHIP: THE CABIN WITH ITS IRON COT; AND AN ARRAY OF BELL-PUSHES AND A TELEPHONE READY TO THE SLEEPER'S HAND.

All other navies may be said to be "stay-at-home" navies compared with ours. Besides its two great naval forces in Home Waters and in the Mediterranean, this country maintains fleets on no fewer than five other stations throughout the world—the East Indies, Africa, America and the West Indies, New Zealand, and China. This wide dispersal of naval force has always exercised a strong influence not only on the military design of our ships, but on the arrangement of their

accommodation and their crew space. And in this way it also comes about that a British Admiral, besides being an officer who bears a very heavy responsibility, finds himself on many occasions acting as a sort of itinerant "ambassador," or "good-will" man, on behalf of his country as his squadron moves from port to port. Thus the care bestowed on the fitting-out of the Admiral's quarters is directly related to the maintenance of the prestige of the Empire abroad.



"ABOUT TO DROP ANCHOR, H.M.S. 'ORION'S' FORE-BRIDGE": THE CAPTAIN (LEFT) HOLDING AN ANCHOR FLAG, FOR SIGNALLING, AND THE NAVIGATION OFFICER CHECKING POSITION FROM H.M.S. "ACHILLES."



"THE CONTROL PLATFORM, H.M.S. 'ORION'": THE LINK, DOWN BELOW, WITH THE FORE-BRIDGE ORDERS FROM WHICH APPEAR ON VARIOUS DIALS AND ARE SENT TO THE ENGINE-ROOM, VISIBLE BELOW.

IN THE FLAGSHIP OF THE SECOND CRUISER SQUADRON: FORE-BRIDGE AND "LINK BELOW."

On the upper picture the artist gives the following further details: "H.M.S. 'Achilles' was then flagship of Rear-Admiral Noble (now Fourth Sea Lord). She is going astern as she drops anchor off Dornock, Sutherlandshire. Prominent are voice-pipes and compass, and outside the window is an aerial."

Regarding the lower subject, Mr. van Oss notes: "The figure on the left holds the steering-wheel for 'ahead.' The smaller wheel in front steers the ship astern. The central figure holds the small wheel of the main steam-inlet. The white packing overhead is asbestos, to preserve the heat in the various pipes."



THE MECHANISED ARMY.

A MODERN FORCE GOING INTO ACTION, WITH THE LATEST TYPES OF TANKS ADVANCING AHEAD, AND TRACTOR-DRAWN ARTILLERY AND AMMUNITION-WAGONS, WHILE AEROPLANES SCOUT ABOVE.

In any future war the conditions would be very different from those hitherto prevailing, for more and more every army is becoming mechanised. The caterpillar-wheel principle has brought the tank into the forefront of the battle and substituted the petrol engine for the horse in the traction of artillery, besides the conveyance of gun-crews, ammunition, and other material. Explaining the details of his drawing, our artist writes: "The armoured car hidden under the trees (right background) has gone ahead and called up the others by wireless. The Light Mark II.B Tank, which is very speedy, is rushing into action supported by

the latest type 16-tonner Medium III. Tank and the older type Medium II.XX. Following these come the infantry and the Light Infantry Tractors, G.S. Mark I., carrying the infantry's machine-guns, ammunition, bombs, and so on. Behind, crossing the field, is a Light Dragon Mark II. with the gun's crew on board and drawing a 4.5 howitzer field-gun. On the crest of the ridge are two Mark III.C. Dragons bringing into action heavy artillery. On the road in the distance may be seen a train of mechanised Army Service wagons adapted for all sorts of necessary war-like duties."



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proverbs. The DE LUXE FORD (Tax £7. 10s.) is a picture, and behaves like the thoroughbred it looks, and is. Inside and out, top to bottom, radiator-badge to tail-lamp, it is worthy of the finest motor car factory in Europe.

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THE ROYAL AIR FORCE.

REPRESENTATIVE TYPES OF THE LATEST FIGHTING AND BOMBING MACHINES USED IN A SERVICE NOW UNDERGOING GREAT EXPANSION AND LIKELY TO BECOME EVENTUALLY BRITAIN'S FIRST LINE OF DEFENCE.

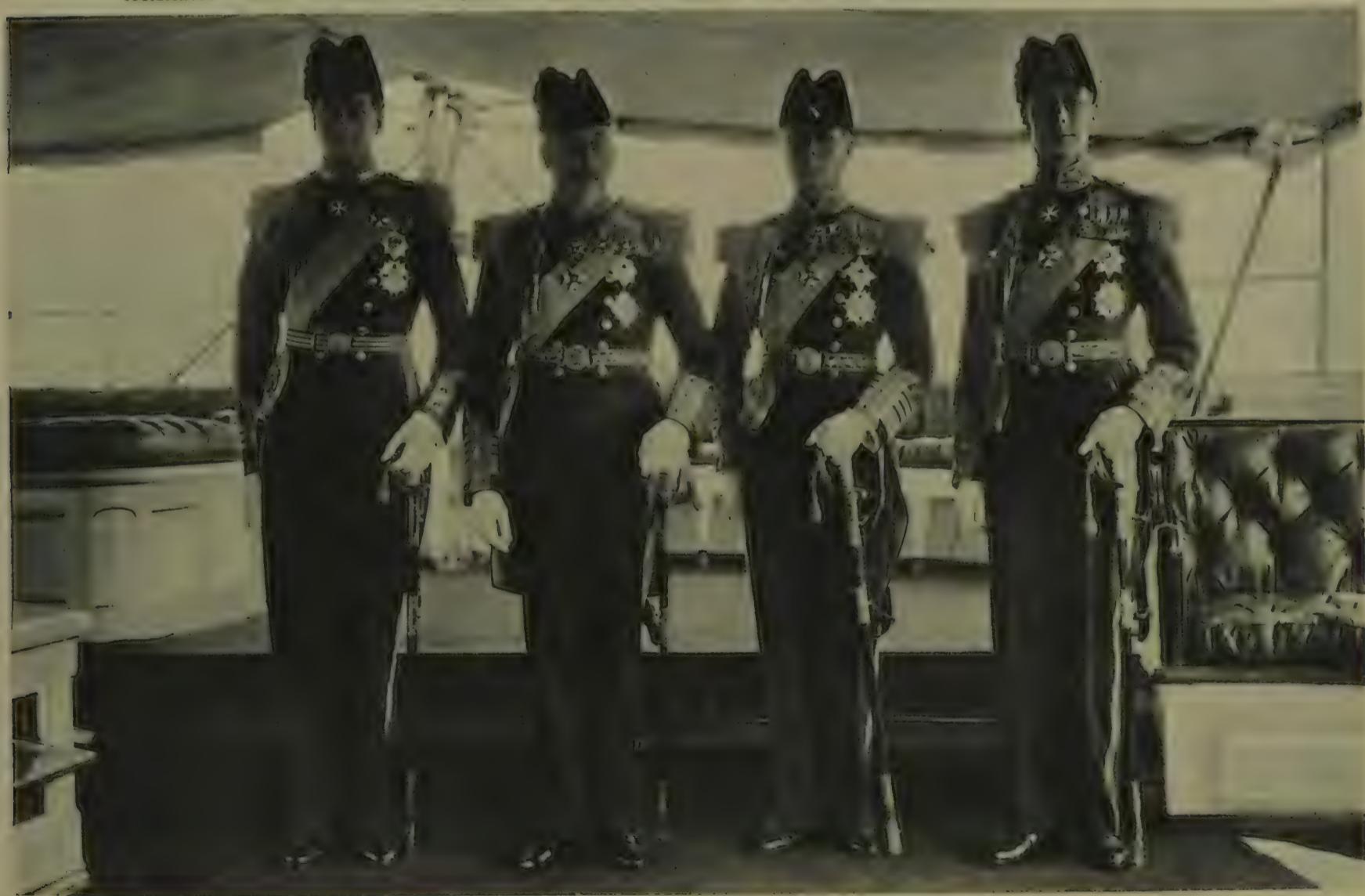
In a note on his drawing our artist writes: "The 'Gauntlet' is our latest type of single-seater fighter and will eventually replace the old Bristol 'Bulldog,' now used by six famous squadrons. The 'Demon' is our latest two-seater fighter, and four squadrons are equipped with it. Similar in general appearance are the 'Audax,' a first-line army co-operation machine, and the 'Hart,' our standard day bomber, used by fifteen squadrons. The 'Wapiti' and its younger sister, the 'Wallace,' are standard 'planes for nearly a dozen squadrons. The 'Vincent,' with its sister, the 'Wildebeest,' can do all sorts of aerial jobs. The great Fairey 'Hendon' bomber is our

latest heavy bomber; whilst the 'Heyford' serves four squadrons, like its obsolete sister, the 'Virginia,' now to be replaced. The 'Overstrand' resembles its older sister, the 'Sidestrand,' but is distinguished by its protected forward rotating gun position. The 'DH89' is a famous commercial aircraft adapted for war-like work; as is the 'Avro 652,' converted for coastal reconnaissance, with bombs and guns replacing passengers and freight. These latter machines are only just about to enter the R.A.F. service. Far below can be glimpsed one of our amphibian craft, a big flying-boat of which the R.A.F. have some excellent types."

SALUTE AND SALUTED: MANNING SHIP; AND THE ROYAL NAVAL OFFICERS.



HOW THE CREW OF EACH SHIP IN THE FLEET ASSEMBLED AT SPITHEAD PAID INDIVIDUAL TRIBUTE TO THE KING: "MANNING" THE AIRCRAFT-CARRIER "COURAGEOUS" READY TO CHEER HIS MAJESTY AS HE PASSED THROUGH THE LINES IN THE ROYAL YACHT, WHICH IS SEEN APPROACHING.



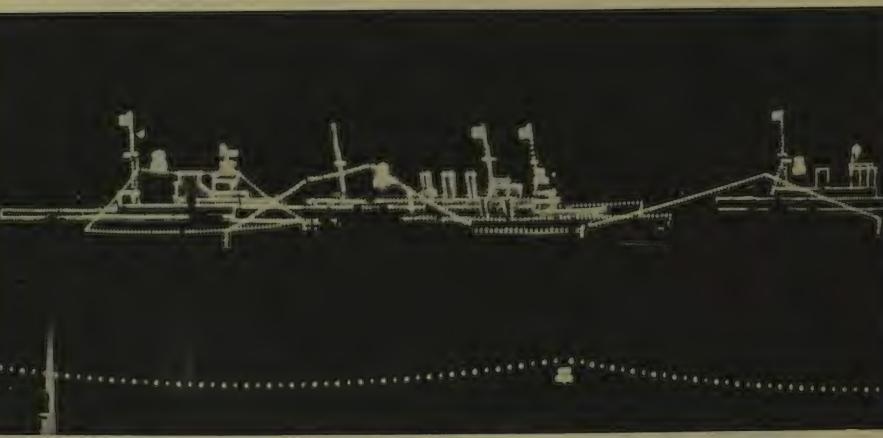
THE ROYAL HEAD OF THE NAVY AND HIS SAILOR SONS: H.M. THE KING IN HIS UNIFORM AS AN ADMIRAL OF THE FLEET; WITH ADMIRAL THE PRINCE OF WALES (THIRD FROM LEFT), REAR-ADMIRAL THE DUKE OF YORK, AND COMMANDER THE DUKE OF KENT (LEFT), IN THE ROYAL YACHT.

On this page we reproduce two photographs that illustrate well the direct personal connection between the supreme head of the British Commonwealth of Nations and the British Navy. In the lower picture H.M. the King is seen in the uniform of an Admiral of the Fleet, aboard the Royal Yacht, in actual command

of the great Armada at Spithead, with three of his sons in Naval uniform. Above is a view of an aircraft-carrier which gives an impressive idea of the ceremony by which the crews of his Majesty's ships are enabled to give a direct proof of their loyalty—by manning the rails and cheering the Royal Yacht as she passes.

THE JUBILEE NAVAL REVIEW CLOSES WITH A PAGEANT

OF LIGHT: THREE PHASES OF THE FLEET ILLUMINATIONS.



(UPPER) LIKE FANTASTIC EGRETS, OR FLOWERS OF FIRE SHAKEN WITH THE WIND: THE ROCKET DISPLAY, SEEN FROM PORTSMOUTH.
(LOWER) GIANTS OF THE FLEET OUTLINED IN LIGHT: A GROUP OF THE CAPITAL SHIPS ILLUMINATED, AS SEEN FROM SOUTHSEA.

The day of the Jubilee Naval Review (July 16) closed with a magnificent illumination of the Fleet, signalled to begin by a rocket from the King's Yacht. Every capital ship was fully outlined in light—hull, mast, and control tower, while the flagships had their flags picked out in crimson and carried,

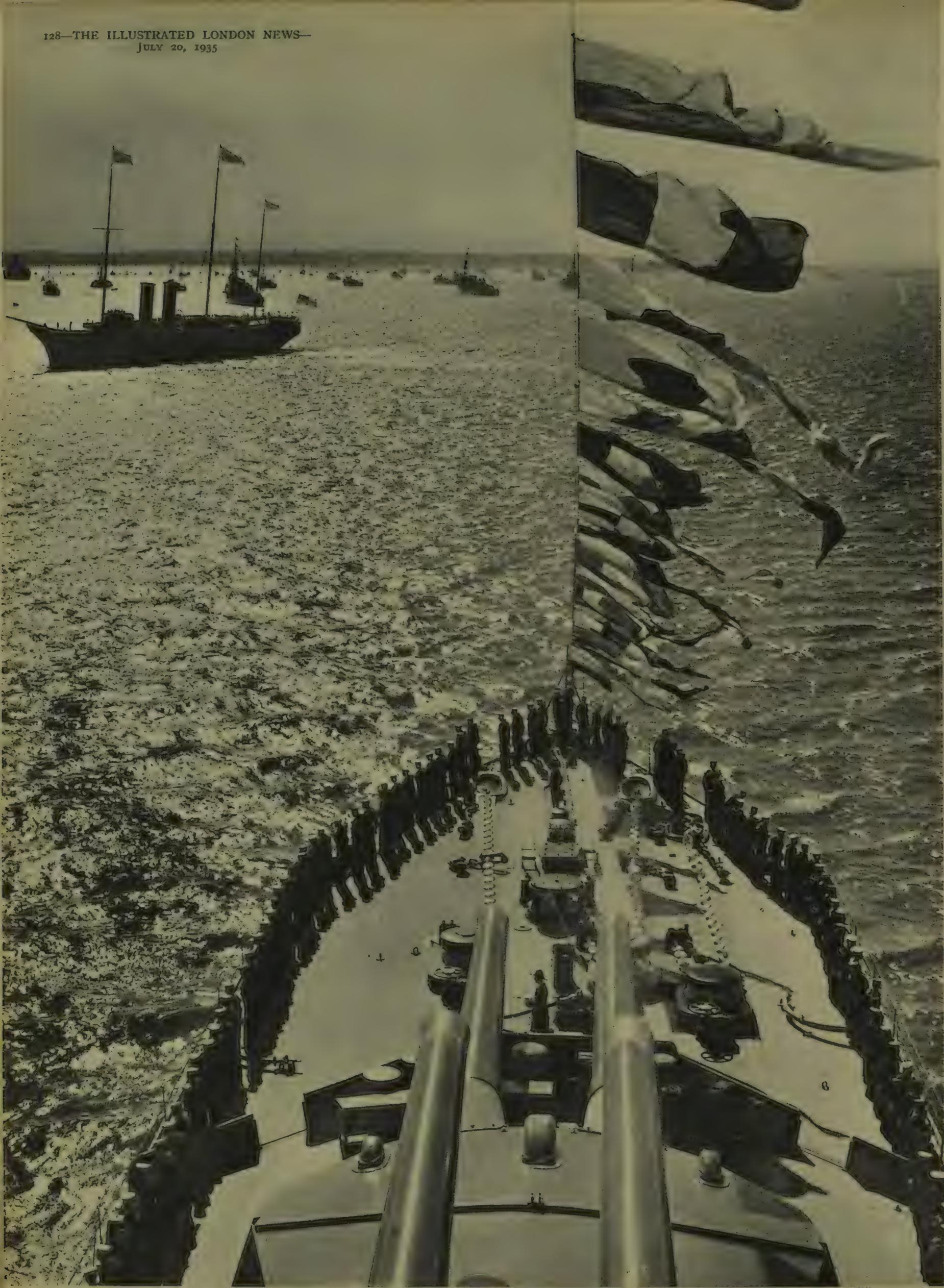
soft, illuminated crowns with the letters G.R. Half an hour later the lights all went out as suddenly as they had appeared, and for a minute there was darkness. Then the whole extent of the Fleet was revealed by a line of deep ruby-red, produced by sailors holding signal lights. Presently, this thin red



THE SEARCHLIGHT DISPLAY BY THE FLEET AFTER THE SHOWER OF ROCKETS: HUGE BEAMS CRISS-CROSSING THE SKY IN RADIANT PATTERNS—
A VIEW SHOWING (RIGHT) THE FLOODLIT NAVAL WAR MEMORIAL.

line, in turn, was extinguished, and the whole Fleet sent up an inverted rain of golden rockets, which burst into showers of vivid blue and red sparks. Then followed a wonderful display of searchlights, which for twenty minutes criss-crossed sky and sea with their radiant beams. These three phases of

the display—flares, rockets, and searchlights—lasted in all for half an hour. When the searchlights ceased, the ships were again all fully illuminated, as before, and remained so until midnight. The splendour of the scene was enhanced by the floodlighting of the Naval War Memorial on shore.



THE ROYAL YACHT IN SILHOUETTE: THE "VICTORIA AND ALBERT" AS SHE PASSED THE DRESSED AND MANNED
"VALIANT," OF THE 2ND BATTLE SQUADRON OF THE HOME FLEET.

In "The King's Ships Under Review," in the programme of the Silver Jubilee Review, it is written: "The 'Barham' and 'Valiant' both belong to the 'Queen Elizabeth' class. They were in the thick of the fighting at Jutland as units of the Fifth Battle Squadron. . . . From the fire of these two ships the German

battle-cruisers suffered most severely on 31st May, 1916. As names, neither is particularly ancient, 'Valiant' dating from 1759 and 'Barham' from 1811. The latter is named after Admiral Lord Barham, who was First Lord of the Admiralty during the Trafalgar campaign."

END OF THE NAVAL REVIEW SECTION.

JUBILEE LEARNS TO WALK: THE "ZOO'S" BABY CHIMPANZEE—
FIRST STEPS UNDER HER MOTHER'S TUITION.



FIVE MONTHS OLD AND THE POSSESSOR OF SIX TEETH: JUBILEE, THE BABY CHIMPANZEE BORN AT THE "ZOO," BEGINNING TO WALK.



"TEACHING THE YOUNG IDEA": BOO-BOO, THE MOTHER CHIMPANZEE, WITH RAISED ARM, SEEMS TO BE URGING JUBILEE TO ASSUME AN UPRIGHT POSITION.



"I'M DOING MY BEST, YOU KNOW": JUBILEE, WITH HER MOUTH OPEN, WEARS A COMICAL EXPRESSION, AND APPEARS TO BE VOICING A GRIEVANCE.



CARES OF MOTHERHOOD: BOO-BOO SCRATCHES HER FOREHEAD WITH AN AIR OF ANXIETY, WHILE JUBILEE LENDS AN EAR TO MATERNAL ADVICE.



SHE "BRINGS HER BABE AND MAKES HER BOAST": BOO-BOO APPARENTLY EXPATIATING ON THE BEAUTY AND CLEVERNESS OF HER LITTLE DAUGHTER.

As recorded, with earlier photographs, in our issues of March 16 and 30, Jubilee, the first chimpanzee ever born in the London "Zoo," came into the world on February 15, and was first photographed, with her mother, on March 8. The utmost precautions were taken to ensure their health and protect them from infection. Boo-Boo, the mother, came to the "Zoo" from the Gold Coast in 1927, and is believed to be about 12 years old. Jubilee's father is Koko, of

the Clifton "Zoo," who is also the father of another baby chimpanzee, named Adam, born there last year, the first born in England. Boo-Boo has proved a very good mother. As the above photographs show, she has lately been giving Jubilee her first lessons in walking. Jubilee has benefited much from the summer weather and has put on weight. She has cut six teeth, and is beginning to help herself to food, such as grapes and pieces of lettuce or banana.

NEWS OF THE WEEK IN PICTURES: HAPPENINGS AT HOME AND ABROAD.



TAKING A BIRD'S-EYE VIEW OF LONDON: A FEATHERED VISITOR ON THE CROSS OF ST. PAUL'S—LIKE THE CORMORANT OF 1931.

Much interest was attracted, on July 11, by a large bird perched on the top of the gilded cross above the dome of St. Paul's, 365 ft. from the ground. It resembled the cormorant which, in August 1931, perched in the same position for several evenings in succession, and was at first mistaken for a heron. The new visitor seemed quite at home.



THE DISASTER TO A DUTCH AIR-LINER IN WHICH SIX PEOPLE, INCLUDING TWO ENGLISHMEN, WERE KILLED, WHILE FOURTEEN OTHERS ESCAPED: THE WRECKED FOKKER NEAR AMSTERDAM.

Just after leaving the Amsterdam Aerodrome for Malmö, Sweden, on July 14, a Fokker 22 aeroplane apparently began to return owing to the failure of one of its four engines, when a second engine seemed to fail, the left wing struck a dyke, and the machine crashed. Fire broke out, and six of the occupants—the pilot, wireless operator, two mechanics, and two English passengers—lost their lives. One of the crew and thirteen passengers (including two Englishwomen) escaped. Five of the survivors were injured, and three of them were taken to hospital.



THE CRASH AT HESTON AERODROME IN WHICH TWO OF A PARTY ABOUT TO FLY TO THE NAVAL REVIEW WERE KILLED AND FIVE WERE INJURED: THE BURNING AEROPLANE.

An aeroplane with a pilot and seven passengers aboard, starting from Heston Aerodrome for the Naval Review at Spithead on July 16, crashed almost immediately after the take-off and fell on its back in Tentlow Lane. Flames burst from it. Two passengers lost their lives. The five other passengers and the pilot escaped with injuries. All the members of the party were relatives and friends of Mr. H. C. Vickers, who, at the last moment, could not join them, as he had to sit on a jury.



CARRYING A "MOTOR-CANNON" (FIRED THROUGH THE PROPELLER'S HUB) AND FOUR MACHINE-GUNS: THE FAIREY "FANTOME."

The Fairey "Fantome," a single-seater fighter of British make, recently underwent trials at the Evre aerodrome near Brussels, in the presence of King Leopold of the Belgians. The machine is an all-metal biplane, with a Hispano-Suiza engine, carrying a "motor-cannon" firing through the hub of the propeller, and four machine-guns. It was reported that the British Air Ministry has for the present decided not to use the motor-cannon type.



MUNICIPAL AVIATION ENTERPRISE: THE OPENING OF LEICESTER'S NEW AIRPORT BY THE SECRETARY OF STATE FOR AIR.

The new municipal airport at Braunstone, close to Leicester, was opened on July 13 by Sir Philip Gunliffe-Lister, Secretary for Air. R.A.F. pilots gave a display, and among the aviators who flew to the aerodrome was the Duchess of Bedford, who won a £10 "arrival" prize.



THE VOGUE OF SILVER AT AUCTION: AN EXCEEDINGLY RARE AMERICAN COFFEE-POT TO BE OFFERED SHORTLY IN LONDON.

In their last silver sale of the season, probably on July 31, Messrs. Sotheby will include this "exceedingly rare American coffee-pot." It is described as "of plain tapering form, engraved with a crest, an eagle's head erased . . . by Pygan Adams, New London, New Connecticut. Maker's mark, P.A. in Roman capitals, pellet between, in rectangle. Weight (all in) 36 oz. 5 dwt." An almost exactly similar coffee-pot is illustrated by C. L. Avery in "American Silver of the Seventeenth and Eighteenth Centuries." Pygan Adams (1712-1776) was one of Connecticut's greatest silversmiths.



RENOVATION WORK AT CANTERBURY CATHEDRAL: THE ENTRANCE-GATEWAY, WITH COLOURED HERALDIC SHIELDS, AS IT NOW APPEARS.

This photograph shows the beautiful entrance-gateway to Canterbury Cathedral as it now appears after its renovation. For a long time workmen have been busily engaged on the stone carvings and pillars. The heraldic shields, which stand out very clearly, have been done in various colours. It was stated recently that among other important works in progress at Canterbury was the cleaning and preservation of the Cathedral cloisters.

PICTORIAL NEWS FROM FAR AND NEAR.



THE THIRD ENGLAND-SOUTH AFRICA TEST MATCH—AT LEEDS: MITCHELL BRINGS OFF A FINE CATCH AND DISMISSES WADE—A DRAMATIC MOMENT IN ENGLAND'S SURPRISING RECOVERY ON THE SECOND DAY.



THE DISTURBANCES IN BELFAST: THE SCENE OF DEVASTATION IN YORK STREET, A CENTRE OF THE TROUBLE, WHERE ARSON AND SHOOTING OCCURRED; WITH MEN OF THE BORDER REGIMENT ON PATROL.



THE DEATH OF THE AUSTRIAN CHANCELLOR'S WIFE: THE CAR IN WHICH FRAU VON SCHUSCHNIGG WAS KILLED; ENTIRELY WRECKED AFTER COLLIDING WITH A TREE BY THE ROAD, NEAR LINZ.

England began badly in the third of the five Test Matches against South Africa. At the close of the first day's play, South Africa, with one wicket down, were 190 behind England's first innings total. Then England made a splendid recovery, South Africa being all dismissed for 171. The result of the match was a draw (England declaring at 294).—The disturbances frequently associated with the Battle of the Boyne celebrations in Belfast reached an acute pitch this year. Two people were killed and some forty were shot or injured on July 12, and armoured cars had to be brought out. Houses were also set on fire. A curfew order was imposed and 150 men of the Border Regiment were called in to assist the Police. Needless to say, the disturbances were confined to a very small area, and did not affect tourist traffic.—As noted on our Personal Page, where portraits of Herr von Schuschnigg and his family are reproduced, Frau Herma von Schuschnigg was killed in a motoring accident near Linz, on July 13. It is believed that the steering of the car had been affected by its passage over an uneven patch of road. All suggestions of foul play were emphatically denied.

THE BRITISH LEGION VISITS BERLIN.

The British Legion delegation was received by Herr Hitler on July 15. The five delegates, who were accompanied by Herr von Ribbentrop and Herr Oberlindöper (Head of the Nazi War Victims Service), stayed with the Leader for an hour and a half. Before their visit to Herr Hitler, the delegates laid a wreath on the War Memorial in Unter den Linden. The wreath was laid by Major Fetherston-Godley. It consisted of Flanders poppies with ribbon in the blue and gold of the British Legion, and it was inscribed "A tribute from the British Legion—1935." In the evening there was a ceremony at the British War Prisoners' Cemetery at Stohnsdorf, where 1167 British soldiers were reburied after the war. Cavalry buglers from Potsdam played a lament while Major Fetherston-Godley laid the British Legion's wreath, identical with the tribute on the Berlin War Memorial. The German wreath, of oak leaves, was laid by Baron von Lersner, leader of the Reich Association of Former War Prisoners; and then boys of the Hitler Youth and girls of the League of German Girls laid a scarlet rosebud by each of the headstones.



THE BRITISH LEGION IN BERLIN: THE CEREMONY AT THE BRITISH WAR PRISONERS' CEMETERY AT STOHNSDORF, WHEN WREATHS WERE DEPOSITED AT THE STONE OF REMEMBRANCE BY BRITISH AND GERMANS.



A MOVING TOUCH AT THE STOHNSDORF CEREMONY: GERMAN BOYS AND GIRLS WHO PLACED A SCARLET ROSEBUD BY THE HEADSTONE OF EACH OF THE GRAVES OF BRITISH PRISONERS OF WAR.



THE DELEGATES OF THE BRITISH LEGION RECEIVED BY HERR HITLER IN PERSON: MAJOR FETHERSTON-GODELEY TALKING TO THE FÜHRER; WITH HERR RUDOLF HESS (EXTREME LEFT) AND OTHER PROMINENT NAZIS.

The World of the Theatre.

By IVOR BROWN.

THEATRE FESTIVAL.

THE theatre, like other institutions, has its summer holiday; but for the actor it is often a busman's holiday; he puts his grease-paint in his luggage and alters the address of his labours. If he is a comedian in town he becomes Pierrot at the seaside, and makes the pier-head his address. If he is a performer of more general capacity, he may engage himself for a Festival Season and spend four weeks, for example, on the Malvern Hills.

And where better? Those who have attended the Malvern Festival, which renews itself this year on July 29, know what a pleasant occasion it may be. First of all, it is important theatrically. There is always a new play of great interest, often a new play by Bernard Shaw. Among the plays launched at Malvern have been the Shavian "The Apple Cart" and "Too True to be Good"; Rudolf Besier's "The Barretts of Wimpole Street," James Bridie's "The Sleeping Clergyman," and John Drinkwater's "A Man's House." That is an imposing output for a summer theatre. This year the season of four weeks will open with Shaw's latest piece, "The Simpleton of the Unexpected Isles." This was acted in New York last winter; it was specially composed for Malvern, and will have its first English production there. The week will continue with Ben Jonson, Pinero, two Shaw revivals, and that gay chronicle, "1666 and All That."

For those who seek instruction there are lectures; for those who seek society there are parties and the daily and nightly gatherings, gossipings, and dancings in the Spa Gardens. For hero-worshippers there is the spectacle of Mr. Shaw, a regular visitor, eternally demonstrating his Methuselist powers, striding up the sharp spine of the Malvern hills at a pace which leaves his young admirers faint but pursuing, or swinging down to the playhouse at night with an erect stance and athletic stride which proclaim the eternal youth beneath the now patriarchal beard. For the athlete there are all the usual opportunities of an English resort, and for the lover of country there are the adjacent Cotswolds, whose towns are madrigals in stone, and the superb view of England's coloured counties and of the Welsh mountains obtainable from the Malvern summits. A stiff climb, but rewarding. Should you be no climber, a car will take you most of the way. On a hot day (and the sun can beat very hotly on the flanks of the hills) there is no shame in evading footwork.

Malvern in summer festival is a town with a single thought — theatre. Its immigrants are like-minded people, play-actors, play-writers, playgoers. A great deal of "shop" is talked, but "shop," when talked by those who know what they are talking about, is as good talk as any other and often better. And Malvern at sunset conforms to the spirit of the gathering and becomes pure theatre. When the sun sets behind the abrupt hills, on whose eastern side the four Malvern towns are perched, it turns the splendid ridge into a sharp and lovely silhouette against the luminous sky. The natural scene becomes enchantingly artificial. It might have been laid out by the best of our theatre artists, a Harker or a Hammond. I have often come out of the Malvern Theatre during an interval and stood amazed at the decorative quality of that fantastic backcloth created by the dark hills and

woods and the twilit sky. Where Nature is in this play-house mood, we do well to bring the actors with their mimic passions and the brave beauties of the painted stage.

Sir Barry Jackson established the Malvern Festival, partly because he is a native, owning a charming house upon the hills, and partly to remind our English playgoers that we need not go to Salzburg to find a summer theatre. We have a land as lovely as any,

and the world's leading playwright of our time. Why not bring such excellence together? So Sir Barry has made the history of the English drama live again in his revival of the classics, and so, too, he has saluted the Modern Muse by mingling Shaw and Worcestershire. England's "Middle West" is a rolling country rich in opportunities for those who wish to link a holiday with music and drama. Stratford-on-Avon, whose summer Shakespeare season is in full swing

at this time, is easily reached from Malvern, and the Three Choirs Festival of our great "middle western" cathedrals is another September attraction. This year also there will be preliminary theatricals at Tewkesbury in aid of a fund to sustain the structure of the noble abbey. Tewkesbury, where the Avon meets the Severn, is only a short motor run from Malvern, and an admirable spot for an afternoon or evening trip.

Of late years, the English theatre has been too much concentrated in the capital. The films, cheap and convenient, have dominated the world of provincial entertainment. The Summer Theatre Festival does something to restore the balance and also to restore tradition. In the history of the English theatre the "spa" towns played a prominent part. Bath was almost as prominent theatrically as London itself, and Cheltenham drew all the great players of the eighteenth and early nineteenth century. The reputation of an actor then had to be national as well as metropolitan. The leaders were continually taking coach in order to present themselves before the critical audience of the spa. In an age of easy mobility such as ours country folk have become accustomed to associate playgoing with their visits to London. Sir Barry Jackson has reversed the process, making Malvern the Fifth-Georgian parallel of Third-Georgian Bath, bringing London playgoers to the country, and enabling country playgoers to enjoy the best of the capital's arts and graces in their own district.

Just as Mrs. Siddons drew authority from the great work she did in the spa theatres, so Sir Cedric Hardwicke, Mr. Ralph Richardson, and many others in our time, have won their just renown through the laborious service of the Malvern Festival. For the actor it is gruelling work; six plays have to be rehearsed and brought to maturity of performance at the same time, in order to be produced in rapid succession. To play a leading part in most or all of these is hard labour indeed. Once Mr. Richardson seemed to carry a whole Festival on his own broad shoulders. Sir Cedric created many of his greatest rôles amid the hustled preparation of the Malvern Festival.

Festival playgoing, wherever carried on, has many fascinations. There is no need to battle for taxis or to scamper away for train and bus in the helter-skelter of the eleven-o'clock rush-hour. One comes out of the theatre to stroll in the gardens; for the active there is dancing; for the talkative there is talk. One is part of a civilisation which inherits an English tradition and shares an enjoyment which is common to the world. I am happy to end with a memory of J. T. Grein, who so long and with such gusto contributed this article. He was always a happy man, because his enthusiasm was unquenchable. But I never saw him so happy as he was one year at Malvern, passing in and out from the man-made stage to that lovely amphitheatre of grass and garden which the town of Malvern makes among its hills.



"NOAH," THE ENGLISH VERSION OF THE FAMOUS FRENCH PLAY, "NOÉ," AT THE NEW THEATRE: NOAH (JOHN GIELGUD) ABOUT TO ENTER THE ARK, WITH ADA (JESSICA TANDY) IN HIS ARMS; MRS. NOAH (MARJORIE FIELDING; CENTRE); AND NAOMI (ENA BURKILL).

"Noah" is a translation, by Arthur Wilmurt, of the now famous play, "Noé," by André Obey, which was first acted in England by the "Compagnie des Quinze." Our photograph shows Noah about to enter the Ark, welcoming Naomi and Ada, two girls whom fate has led to safety at the last moment, who afterwards become the wives of Ham and Shem respectively.



THE ANIMALS GOING INTO THE ARK IN "NOAH": (L. TO R.) THE BEAR (GEORGE DEVINE), THE LION (HARRY ANDREWS), THE WOLF (ALEC GUINNESS), THE LAMB (SUSAN SALAMAN), THE MONKEY (ERIC WYNN-OWEN), THE TIGER (MERULA SALAMAN), THE COW (BARBARA SEYMOUR), AND THE ELEPHANT (RICHARD SHERIDAN).

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE PRINCE OF WALES AT THE GREAT YORKSHIRE SHOW: H.R.H. INSPECTING A GUARD OF HONOUR FORMED BY EX-SERVICEMEN.

The Prince of Wales visited the Great Yorkshire Show at Norton, Sheffield, on July 11, and was enrolled as a member of the "Dig and Eat Club" organised by the Sheffield Allotments for Unemployed scheme to encourage men to grow their own vegetables. The Club presented him with a stainless steel spade. His Royal Highness showed great interest in the various processes for utilising coal by-products, as demonstrated on the stand of the Coal Utilisation Council.



THE DUKE OF KENT AT THE KENT COUNTY SHOW: H.R.H. INSPECTING KENT SHEEP AT ASHFORD.

The Duke of Kent visited the Kent Agricultural Show at Ashford on July 12. A Guard of Honour was formed by members of the British Legion. The Duke watched jumping events; toured the show yard; and, at the East Kent Federation of Women's Institutes' exhibit, was given a wedding present of a model Kent house and two pairs of gloves. Previously, he had laid the foundation-stone of the new Kent and Canterbury Hospital at Canterbury.



THE DICTATOR OF TURKEY, H.E. KEMAL ATATURK, ENJOYING RELAXATION AT A BOSPHORUS RESORT.

His Excellency Kemal Ataturk would seem to be, like another successful dictator, addicted to the pleasures of sea-bathing. He is here seen sunning himself after a bathe at a resort on the Bosphorus. Doubtless, his seaside holiday will serve to call the Turks' attention to an often-neglected feature of their country—its enormous length of coast line.

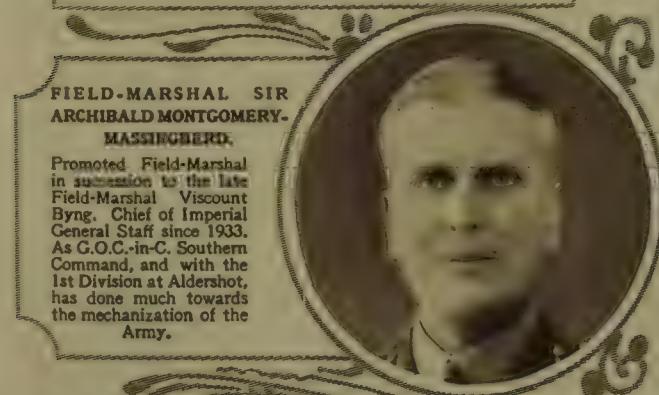


THE AUSTRIAN CHANCELLOR'S BEREAVEMENT: HERR VON SCHUSCHNIGG, WHOSE WIFE WAS KILLED WHILE HE WAS MOTORING WITH HER NEAR LINZ.



FRAU HERMA VON SCHUSCHNIGG, WHO WAS KILLED IN THE MOTORING ACCIDENT. (WITH HER SON, KURT.)

Frau Herma von Schuschnigg, wife of the Austrian Chancellor, was killed in a motoring accident on July 13, and Herr von Schuschnigg himself was stunned and suffered from shock. The accident occurred near Linz, the car swerving suddenly into a tree. Frau von Schuschnigg was thirty-four. No serious political repercussions were felt in Austria as the result of the Chancellor's accident.



FIELD-MARSHAL SIR ARCHIBALD MONTGOMERY-MASSINGBERD.

Promoted Field-Marshal in succession to the late Field-Marshal Viscount Byng. Chief of Imperial General Staff since 1933. As G.O.C.-in-C. Southern Command, and with the 1st Division at Aldershot, has done much towards the mechanization of the Army.



COLONEL ALFRED DREYFUS.

The hero of the famous "affaire." Died July 12; aged seventy-five. Sent to Devil's Island for the alleged sale of military documents to Germany, 1895. Verdict annulled in 1906, Dreyfus being reinstated. Subsequently, fought in the World War.



MR. BERNARD SMITH, Sc.D., F.R.S.

Appointed Director of the Geological Survey and Museum, in succession to Sir John Flett, K.B.E., F.R.S., who is retiring. Mr. Smith was formerly Assistant to the Director of the Survey in England. He became geologist to the Survey in 1906.



THE SHEIKH OF KWWEIT.

Is staying in London for a few weeks. Has brought with him Major Frank Holmes, who has spent much time searching for oil in Arabia. The Sheikh is subsidised by the British Government, which maintains a Political Agent at his Court.



M. AVENOL, SEC.-GENERAL OF THE LEAGUE OF NATIONS, IN LONDON.

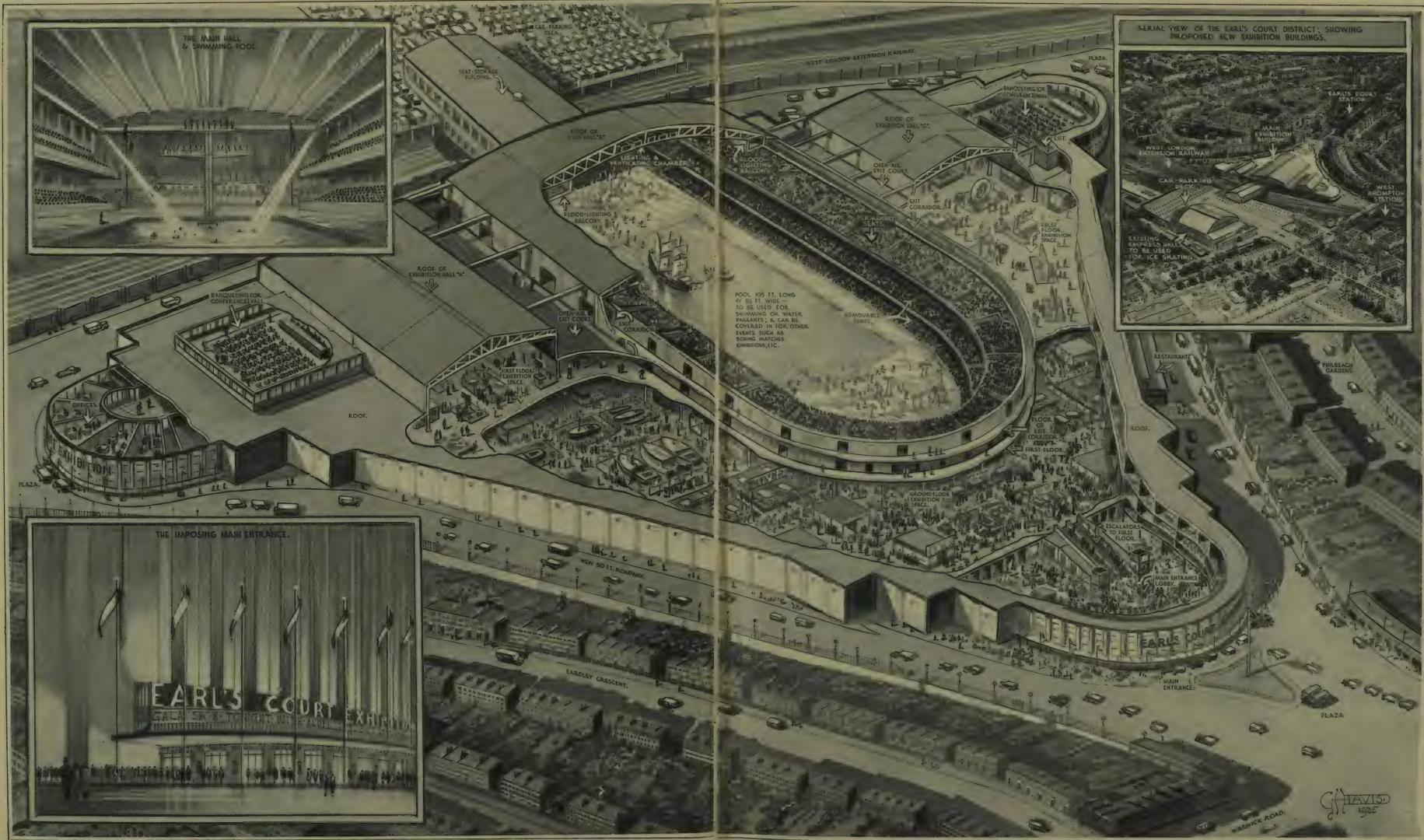
M. Avenol, Secretary-General of the League of Nations, spent a week in London recently, when he had a number of conversations with British Ministers. He delivered a broadcast address on July 12, and appealed to this country not to waver in its support of the League.

THE £1,250,000 PLAN TO MAKE EARL'S COURT THE WORLD'S

DESIGNED AND DRAWN BY O'KEE

LARGEST CENTRE FOR EXHIBITIONS: A PICTORIAL FORECAST.

SPECIAL ARTIST, G. H. DAVIS



THE COMING REVIVAL OF EARL'S COURT EXHIBITIONS ON THE GRAND SCALE

Our artist's impression is based on the architects' drawings of the new £1,250,000 building which is to be erected on the East's Court Exhibition site by a company formed under the auspices of British Pacifica Trust. We understand that the London Passenger Transport Board have granted a long lease of the site, which is nearly 20 acres in extent and the only position near Central London suitable for a building fully adequate for huge modern exhibitions and served both by metropolitan and main line railways. It is claimed that the building will be the largest and most completely equipped permanent exhibition centre in the world. The first floor will have an area of over 6½ acres, of which 2½ acres, including the space occupied by the swimming-pool, will be uninterrupted by a single pillar. This floor and the

first floor will, provide over 12 acres of floor space for one gigantic exhibition, and it will be possible to sub-divide them to accommodate five separate exhibitions, each one of which will have its own entrance and full service arrangements. Artificial lighting throughout will enable the building, or any portion, to be redecorated in a provide ample restaurant facilities for a daily attendance of 40,000, and some of the restaurants will be accommodated in the cleverly designed cantilever sheltering projections over the private 50-ft. roadway surrounding the building. In addition to providing facilities for bigger and more effective exhibitions than have yet been possible, the Earl's Court building will have seating accommodation for 25,000 for

DRAWINGS TO SHOW THE PROJECTED LAY-OUT OF THE SITE FOR BIG ENTERTAINMENTS.

indoor boxing, tennis, swimming, pageants, musical performances, tournaments, circuses, and other large-scale entertainments. At least 15,000 seats will be constructed in blocks of 300 mounted on wheels, and by the use of tractors these can be removed to a special seating garage in less than twenty-four hours. It is hoped that the building will be completed by the end of 1935, and we are informed that arrangements have already been made for three big annual British exhibitions to be held there in 1937. Its erection will provide direct employment for 2000 men for 18 months, and indirect employment for a considerably greater number in the provision of the necessary raw materials and equipment. British materials and labour are to be used throughout. It is claimed that, as it can be reached entirely

under cover from all parts of the Metropolis, the new East's Court building will become the outstanding feature of large-scale entertainment. The London Passenger Transport Board, it is understood, will seek powers to reconstruct and enlarge East's Court Station. Plans include escalators leading direct from the station to the ground and first floors. From a main line extension private sidings will run into the basement, so that exhibits from any part of the country can travel direct from the factory to the exhibition stands with a minimum of handling and delay. Road transport arrangements will be no less complete. A private roadway 50 ft. wide will avoid congestion of streets by arriving and departing cars. Further, it is proposed to construct a private car park on two levels, for at least 2000 cars.

ENGLAND'S NAVAL CRISIS.

"THE FLOATING REPUBLIC": By G. E. MANWARING AND BONAMY DOBRÉE.*

(PUBLISHED BY BLES.)

IN 1797, England was in the dumps, for reasons which need not be explained to any reader of eighteenth-century history. "It was a bleak, grey period, threatened with winds of adversity." The winds seemed full enough of "churlish chiding"; but they paled into insignificance when suddenly—and, as it seemed, most gratuitously—a withering blast blew up from Spithead. "On 16th April, Lord Bridport had ordered the Channel Fleet to put to sea, and the sailors had refused point-blank. It was like the crack of doom. The Navy in open mutiny! The Navy disloyal! With its right arm paralysed, the country was lost, its doors flapping open to its triumphant enemies! The situation, Lord Arden, a Civil Lord of the Admiralty, wrote as soberly as he could to the First Lord, Earl Spencer, 'forms the most awful crisis that these kingdoms ever saw,' and the consternation was not confined to official circles."

What were these "mutinous dogs" demanding? Nominally, a matter of pay only. At this date, an Able Seaman received 24s. per month, and an Ordinary Seaman 19s.; but after various deductions, and after the rapacities of corrupt purasers, even this pittance was reduced to a vanishing quantity. In many cases the men never touched any pay at all, and there were ships which were in arrears for long periods, amounting, in one instance, to twelve years! Further, the distribution of prize-money was cynically inequitable.

To this obvious grievance, which could not fail to appeal to any fair-minded person, the men deliberately limited themselves. But there were other and worse hardships not so easy to bring home to the public. The conditions of service, especially for the pressed men, amounted to complete slavery; there was no leave, for hardly any seaman who was given "liberty" returned to his grievous "duty." "The general conditions of living were as bad as could be found to-day in the vilest slum; the food was disgusting, badly arranged from the

at the full length of his arm, would always jerk an involuntary 'Ugh!' out of even the most hardened unfortunate 'seized up to' the grating at the gangway; six blows tore the flesh horribly, while after a dozen the back looked like 'so much putrefied liver.' After a time the bones showed through, blood burst from the bitten tongue and lips of the victim, and, expelled from his lungs, dribbled through his nostrils and ears. To make sure that the standard of hitting was maintained, the wielder of the cat would be changed after every two or three dozen, and the blood was wiped off the thongs between every stroke to prevent them sticking together. . . . The Regulations did certainly lay down that a dozen strokes on the bare back was to be the maximum, but nobody took any notice of the rule; two or three dozen were usual, a hundred common, while the infliction of three hundred was 'by no means rare.' The marvel is that men could be found to endure these things, and that when at last they did revolt, they did so with such moderation and almost without the shedding of blood.

The Spithead mutiny was completely successful. It was organised with an extraordinary degree of skill, by means which are not even yet wholly explained, and by some commanding intelligence which has never been discovered. It is evident that some of the Delegates appointed by the various ships were men of no mean education, and the documents which they put forth were in many cases extraordinarily well conceived. The Admiralty, and the Government generally, showed almost incredible ineptitude in face of the crisis. They were justly charged by Charles James Fox with "a degree of guilt or incapacity, or both, that has led us to the brink of destruction." Gradually, however, the Government was brought to see that the men were absolutely united and determined, and that they would not be put off with evasions and equivocal promises. One honest salt at the Nore, in the second mutiny, expressed in immortal terms the spirit of the Navy: "Dam my eyes if I understand your lingo or long Proclamations but in short give us our Due and no more at it, till we go in search of the Rascals the Enemys of our Country.—HENRY LONG. On Board his Majesty's ship *Champion*." Excellent Henry Long, personified protest for all time against that which the sailor and soldier most hate, the everlasting business of being "humbugged about"!

The most extraordinary aspect of the Spithead mutiny was the moderation and sagacity with which it was conducted. Hardly any force was used, except on one occasion (not at the instance of the men) which nearly precipitated a general mêlée. Strict discipline was maintained, and excesses rigorously checked. Officers were treated with a respect which many of them did not deserve, though the most notorious brutes among them were ignominiously put ashore or placed under restraint. The men seemed determined to show the country that they were a well-behaved, reasonable, and loyal set of men who desired nothing but the redress of outrageous grievances. They succeeded, up to the last and vital point of an unqualified Royal Pardon, by sheer force of qualities which one likes to think were essentially British, and their story should be studied by all revolutionaries who have designs upon this country.

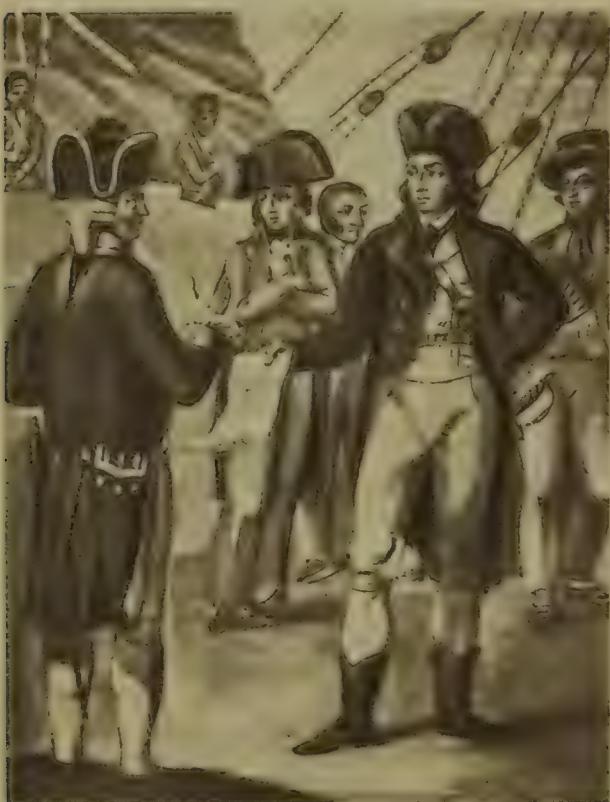
The mutiny of the North Sea Fleet at the Nore was another and more tragic story. Its failure was principally due to the fact that the wind had been taken out of its sails by the success of the Spithead affair, and its leaders found themselves in the foredoomed position of having to stimulate it artificially. The men were not wholly with it, and the country was wholly against it. The demands which the men made were in themselves perfectly reasonable, but the mutineers were driven into a position which alienated all sympathy for them. Cut off from supplies, they attempted to establish a blockade of London; they even threatened to desert to the enemy, a suggestion which their Spithead brethren would have repudiated indignantly. Finally, they lost their heads and fired upon two King's ships which were deserting their cause. By ill-luck rather than design—and also by bad management—they put

themselves irretrievably in the wrong, though in pursuit of a just cause.

Richard Parker, the involuntary "President" of the Nore rising, is a pathetic figure. He was a man of education, who had been to sea as a midshipman. Unsuccessful in his experiments as an elementary teacher in Scotland, he had drifted into a debtors' prison, and thence, an embittered and dispirited man, into the Navy as a "quota" seaman. He seems to have been by temperament neurotic and unsteady, and there are hints that his misfortunes may not have been unconnected with strong waters. It was almost by accident—and it is an example of the defective organisation at the Nore—that he found himself, a comparatively inexperienced seaman aged thirty, President of the "Floating Republic." He was quite unequal to the responsibility, for which he needed more balance and less vanity than he possessed. As the mutiny showed obvious signs of collapsing, he seems to have lost his head completely, though to the end there was much dignity and no little dexterity in his "official" communications. He made no resistance to capture, and was duly hanged, dying with certain reflections, more in sorrow than in anger, and not without precedent, upon the fickleness of mobs. He left behind a touching Dying Declaration. Fifty-nine other mutineers were sentenced to death, though, in the plenitude of official clemency, only twenty-nine were actually executed. The most extraordinary sequel to all these agitations was that immediately

after them the Fleet won the fiercely contested Battle of Camperdown!

In reviving, with a new and full examination of all the evidence, this chapter of naval history, Messrs. Manwaring and Dobrée have told an unusually interesting story, and have told it well and crisply. The crisis, alarming though it was, was necessary for the nation, and it was not without lasting result. "There is perhaps no event in the annals of our history," wrote Marryat in 1830, "which excited more alarm at the time of its occurrence, or has since been the subject of more general interest, than the Mutiny at the Nore in the year 1797." The year was a turning-point



A CRUCIAL MOMENT IN THE MUTINY AT THE NORE, IN 1797: RICHARD PARKER, PRESIDENT OF THE MUTINEERS, HANDING THE MEN'S DEMANDS TO ADMIRAL BUCKNER, AND ADDRESSING THE ADMIRAL WITHOUT REMOVING HIS HAT.

point of view of health, and short weight at that; the drink, except for the rum, was nauseating." Many of the pressed men were offscourings of the prisons, and decent seamen found themselves herded like beasts with the scum of humanity. In some ships, the conditions of overcrowding defy description, and the resulting disease was quite beyond the control, or, in many cases, the sympathy, of the inadequate medical authorities. Discipline was governed by a ferocious code known as the Articles of War, and even such poor legal safeguards as were provided by this terrible system were constantly disregarded by officers.

Flogging was practised indiscriminately and upon the most trifling pretext, and horrible cruelties were inflicted by debased and sadistic officers. A severe sentence of flogging in most cases amounted to sentence of death by slow torture, and the wretch who was condemned to it, if he were wise, accepted the alternative of hanging. "To be flogged was to be tortured. The first stroke laid on by a brawny boatswain's mate, as hard as he could

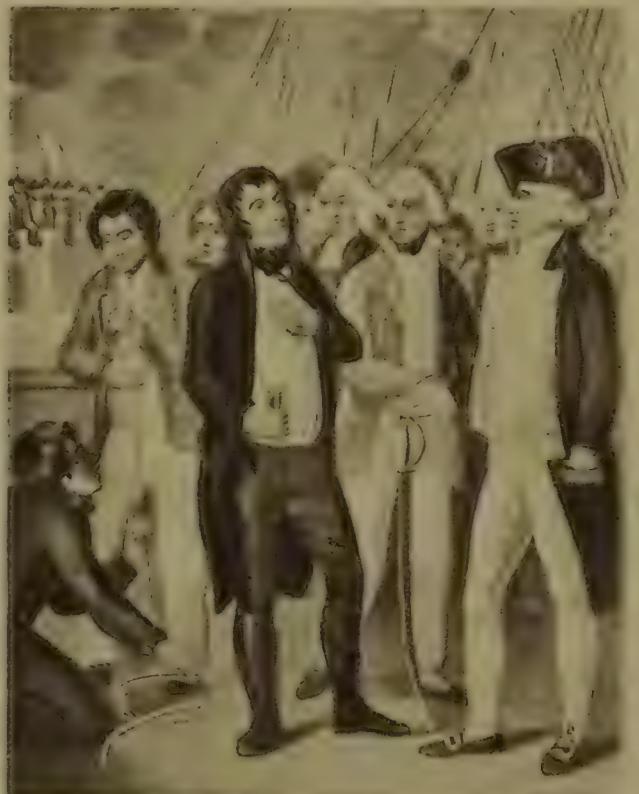
* "The Floating Republic: An Account of the Mutinies at Spithead and the Nore in 1797." By G. E. Manwaring and Bonamy Dobrée. (Geoffrey Bles; 10s. 6d.)



RICHARD PARKER, WHO WAS INVOLUNTARY "PRESIDENT" OF THE "FLOATING REPUBLIC" WHICH THE MUTINEERS AT THE NORE ATTEMPTED TO ESTABLISH IN 1797: THE EX-SCHOOLMASTER WHOSE SEDITION ACTIVITIES BROUGHT HIM TO THE GALLOWS.

Reproductions from "The Floating Republic"; by Courtesy of the Publishers, Messrs. Geoffrey Bles.

after them the Fleet won the fiercely contested Battle of Camperdown!



THE END OF THE MISGUIDED "PRESIDENT OF THE FLOATING REPUBLIC": THE EXECUTION OF RICHARD PARKER.

From a Print in the British Museum.

in naval reform; and our authors conclude a valuable and absorbing chronicle by describing the improvements which followed, in steady succession, once the public had become convinced of the necessity for reform. To the anonymous instigator of the Spithead mutiny, and even to poor, disillusioned Richard Parker, the Navy stands ever indebted.



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THE WORLD OF SCIENCE.

UNINVITED GUESTS; AND STRANGE PARTNERSHIPS.

THE "shifts for a living" which some of our fellow-men have to make are often curious, and not seldom lead to disaster. And we find some singular parallels among the "lower orders of creation." But here we have, for the most part, to call them "successful enterprises." Some, indeed, like their human counterparts, contrive to clothe themselves in "purple and fine linen"!

A case in point is furnished by a very remarkable little species of "coral-fish" known as *Amphiprion percula*, whose dwelling-place is an enormous sea-anemone, no less gorgeously appalled. The fish shown in Fig. 1 is of a brilliant vermillion hue, crossed by three broad bands of pale blue, edged with darker blue or black. The fins are lemon-yellow, with a narrow border of black. The anemone *Stichactis kenti*, also gaily coloured, is of gigantic size, the largest up to 4 ft. in diameter! The fish, as I say, lives inside this colossus, but it emerges to feed. This venture, it seems, carries a risk of being snapped up by some larger fish. If pursued, it at once rushes back and dives down the open mouth of its host. The pursuer, unable to put on his brakes sufficiently hard, collides with the ponderous body of this living fortress, and is at once paralysed by the battery of stinging-cells which forms the armature of all anemones. Following this encounter the little fish now emerges and begins to break up the carcase, the anemone taking its share of the feast. Another

related species of anemone harbours a vividly coloured prawn, and it is supposed that similar relations obtain between the host and its guest. Some mystery exists, however, as to whether these "guests" have to take special precautions to avoid starting the activities of the latent batteries.

Crabs seem to have acquired a sense of awareness of the surprising efficiency of the stinging-batteries of anemones, since some species never move without one, which they carry on their backs, and always of



I. A FISH WHICH MAKES A FORTRESS OF A GIANT ANEMONE LIVING ON THE BARRIER REEF OF AUSTRALIA, IN SPITE OF ITS HOST'S FORMIDABLE BATTERIES OF STINGING-CELLS: THE THREE-BANDED ANEMONE-FISH; WITH BODY OF BRIGHT VERMILION CROSSED BY THREE BANDS OF PALE BLUE MARGINED WITH DARKER BLUE OR BLACK, AND WITH LEMON-COLOURED FINS. (ENLARGED.)

one particular species. Thus one of our common hermit crabs, *Eupagurus prideauxi*, always carries on its shell the anemone *Adamsia palliata*. When it wants to take possession of a larger shell, after having found one suited to its needs, it transfers its guardian to the new shell by means of its pincers. Sometimes, however, this bother of changing house is avoided, for the anemone, as it grows, overlaps the shell and so affords the needed space. But more than

this: when the relationship has been long established, the acid secretions of the base of the anemone dissolve away the shell, so that the crab becomes invested by the body of its partner! Here again this partnership is of advantage to both. For the anemone is constantly enjoying a "change of scene" and being taken to fresh feeding-grounds. It also feeds on the broken meats provided by the crab. There are several similar cases of this kind. Another crab, of the Tropics, *Melia tessalata*, a small species, carries an anemone in each of its two big claws, which it thrusts in the face of would-be enemies! There is another crab, *Dromia vulgaris*, to be found by rock-pool hunters on the southern coasts of England, which carries a living sponge over its back, holding it in position by means of the last pair of hind-legs, which have become specially modified for this purpose!

But let me return to my fishes, which I had chiefly in mind when I began this essay. There is a small species known as the "cardinal fish" (*Apogon furcatus*), found on the coast of Florida, which habitually shelters within the mantle-cavity of a huge *strombus*, or "conch," leaving its host only when in search of food. Its general appearance is shown in Fig. 2.

Other and in some ways yet more remarkable fishes are the pearl fishes, *Fierasfer*. One, a Japanese species, lives inside a starfish; another lives inside that distant relative of the starfish known as the "sea-slug" or sea-cucumber—a holothurian. It has a long, tubular body with an opening at each end. The fish inspects the animal very carefully, and then proceeds to force an entry at the hinder end, entering tail-first. Sometimes as many as half a dozen will

[Continued overleaf.]



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Continued.]

thus invade the poor creature, and to its hurt when there are more than two or three thus gathered together. It is only those holothurians which live in deep water that are thus victimised. Some house

recesses of this cavity, which are lined with vertical walls containing the digestive glands, no harm could come to it.

There are some fishes which shelter within the gill-cavities of larger fishes. A little goby, for example, has been found comfortably coiled up behind the operculum, or gill-cover, of "devil-fishes." One gets a suggestion as

singular habit of fishes like the Portuguese "man-o'-war fish" (*Nomeus*), which is constantly found accompanying that most remarkable jelly-fish known as the "Portuguese man-o'-war," the fish taking shelter among its long tentacles. Since these are armed with most virulently poisonous stinging-cells, any small fish or crustaceans which touch the tentacles are instantly paralysed or killed, seized by the tentacles, and carried up to the mouth.

But the little "man-o'-war" fish seems to lead a charmed life, or to have discovered the secret of darting in between these formidable engines of death without touching them. Some, however, it would seem, occasionally choose an unfortunate moment of entry and pay the dread penalty, for their bodies have been found inside the jelly-fish.



2. ANOTHER REMARKABLE CASE OF A FISH MAKING USE OF A LIVING HOST: THE CARDINAL FISH, FOUND ON THE COAST OF FLORIDA, WHICH HABITUALLY SHELTERS WITHIN THE MANTLE-CAVITY OF A "CONCH SHELL" OR *STROMBUS*. 1 FOOT, OR MORE, IN LENGTH. (ENLARGED.)

themselves within the shell of the pearl-oyster. And this seems to be a choice attended with some danger, since more than once shells of this bivalve have been found with the dead body of one of these unbidden guests securely sealed up under a layer of mother-of-pearl! An example of one which met this fate is shown in Fig. 3. The oyster derives no benefit whatever from this intruder, and the fish, apparently, seeks only shelter, its body being somewhat fragile. That the body-cavity of creatures like the starfish and the sea-cucumber should be used as a place of harbourage is curious. One would have supposed that the presence of a solid body within the digestive cavity would have stimulated the activities of the digestive glands, with fatal results to the fish. There is little or no risk of such a fate in the case of the little coral-fish living within the body of the giant anemone. For this would contain several gallons of sea-water, and unless the fish invaded the inner

to the way in which these strange cases of uninvited guests has come about, first in the case of the "rudder-fish" (*Lirurus*) of the North Atlantic, which has a habit of accompanying floating logs, or taking up its abode within floating barrels or broken boxes thrown overboard from ships. Hence it is known as the "wreck fish." The attraction is probably not so much for the sake of shelter as for the sake of food, such floating wreckage being commonly tenanted by barnacles and other smaller and more succulent organisms.

The rudder-fish, at any rate, helps us to understand another



3. THE DREADFUL FATE OF A FISH WHICH MADE USE OF THE SHELL OF A LIVING PEARL-OYSTER AS A SHELTER: THE BODY OF A FIERASFER, OR PEARL-FISH, EMBALMED IN MOTHER-OF-PEARL IN THE SHELL OF ITS HOST; USUALLY A SAFE PLACE OF REFUGE FOR THIS SPECIES.

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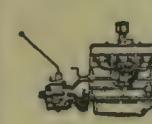
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BOOKS OF THE DAY.

RECENT occurrences, both maritime and diplomatic, suggest a suitable occasion for holding a little naval review on paper. So I have been a good deal at sea lately, in imagination, cruising about the world in all sorts and conditions of ships, through the pages of sundry books concerning life on, and under, the ocean wave. In the course of these literary voyages I have come across various passages describing great assemblages of warships which at the moment it seems relevant to compare.

I begin with an echo of British naval pageantry in the year of Queen Victoria's Diamond Jubilee. The scene occurs in sequel to a boyhood memory that formed the inspiration and starting-point of a distinguished officer's career recorded, by another hand, in "AMAZING ADVENTURE." A Thrilling Naval Biography. By E. Keble Chatterton. With thirty-two Illustrations (Hurst and Blackett; 18s.). The officer in question is Commander Godfrey Herbert, D.S.O., and early in the book his biographer writes: "It was when Herbert was midway through his time at Stubbington that the celebrated Jubilee Naval Review at Spithead (in 1897) brought together the most powerful collection of warships since the beginning of time. . . . A fleet of 165 men-of-war, anchored in four long lines stretching over five miles, witnessed the royal yacht *Victoria and Albert* steaming down the corridors followed by a liner carrying royal guests. . . . Those two proud cruisers *Powerful* and *Terrible* (14,200 tons) had both been completed just in time for the Review. They were the longest ships in the Navy—500 feet—yet the Cunard liner *Campania* seemed to dominate them all. . . . To-day we build Atlantic steamships four times the size of *Campania*! And the present H.M.S. *Hood* has more than three times the displacement of her old namesake."

With the pen of a ready writer and lifelong enthusiast on naval annals, Mr. Keble Chatterton has given dramatic effect to the life-story of one whose own account (though used at intervals) "is so modest and restrained that one must supplement from other sources." The story is, perhaps, typical of many in "the Silent Service," but in some ways evidently unique. "Few naval officers throughout the long history of seafaring," says the biographer, "have survived such dilemmas. . . . During the war . . . he was the officer who fired the first British torpedo against the enemy; 'no man ever had such narrow escapes' (wrote a well-known naval



THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: A CHINESE STONWARE JAR.

This jar was probably made at Chin Chou, in the province of Honan, towards the end of the Sung Dynasty (960-1279). Though doubtless intended for common use, it shows a remarkable distinction of form, while the texture of its thick glaze enhances an impression of almost monumental strength and solidity. As in most of the characteristic Chin wares, the glaze is of opalescent lavender blue or grey tone, due to iron, variegated with more or less irregular darker or reddish-purple markings.

expert)." The narrative certainly seems to justify this claim. Again later, we read: "It was Godfrey Herbert who (apart from the *Vittoria*) commanded the first of these 'Mystery Ships,' and was the first to bring the work of decoying to a fine art." His war service oscillated between Q-ships and submarines, and in both he had exceedingly "close calls." In the former capacity he accounted for two U-boats—"U.27" and "U.C.66." The fight between the *Baralong* and "U.27" (for years unrecorded), and another "hush-hush" story—that of the "K.13" disaster and Commander Herbert's gallant action that saved forty-six men—are here related in full. The whole book, revealing as it does the submarine side of the war, illuminates a problem of intense topical interest since the recent Anglo-German naval agreement.

There are significant comments on potentialities in any future naval war. Thus: "We must expect our trade routes to be imperilled most seriously by heavily armed decoy steamers and cruiser submarines. . . . Germany never went 'full out' with a good idea. . . . The *Emden*'s brilliant example is unique and unrivalled." Besides being a pioneer both in submarine and anti-submarine work, Commander Herbert figures also among neglected inventors who may eventually come into their own. During the war he devised a "single-seater" submarine-cum-torpedo termed the "Devastator," which the authorities rejected. This matter has a special interest for our readers. "Undaunted by Admiralty refusal," writes Mr. Chatterton, "Herbert worked out his theory, and patented it soon after the war. It has since been purchased from him by Messrs. Vickers of Barrow, and if we do not hear more about the 'Devastator' . . . there will be reason for surprise. Curiously, whilst this book was being prepared, a London journal not given to sensationalism [*The Illustrated London News*, November 25, 1933] published some drawings differing from the 'Devastator' in many respects yet similar in some; and called attention to 'a newspaper report that a torpedo with room for a pilot inside has been invented in Japan.' The drawings we published were by a German artist."

Submarine warfare is seen from another standpoint—that of a merchant vessel victim—in "CONSIGNED TO DAVY JONES." My Third Voyage in the Half Deck of a British Tramp Steamer. By Captain George H. Grant, author of "The Half Deck." With Portrait, and Drawings by Gordon Grant (Hurst and Blackett; 12s. 6d.). [Continued overleaf.]



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Continued.]

Captain Grant spins a rattling good yarn, recalling youthful experiences as one of a group of lively and mischievous cadets aboard the S.S. *Monarch*. There is the usual bullying first mate, but the principal characters are mostly Scots, including the chief engineer and a most lovable old captain who would not leave his ship in her last extremity though given a chance to escape. Life in a "tramp" is vividly pictured, and among other stirring episodes are a fire in the coal-bunkers, news of the war received at her first port of call (the Gold Coast), incipient mutiny due to food shortage while crossing the Atlantic, the discovery of a murderer stowaway, and a panic among Chinese sailors when one died and the rest believed that his spirit haunted the ship. The dominant event, however, was the last, which happened off Ireland when the *Monarch* was homeward bound from New Orleans.

But for Captain McFarlane's self-sacrifice, the *Monarch*'s fate would have involved no casualties, for "up to that time the Germans had committed no atrocities," and the U-boat commander (who, by the way, spoke perfect English) acted humanely. Would that we could say the same of all his colleagues! One of the steamer's two boats took Germans aboard her to open the sea-cocks and set a time-bomb, while the other waited beside the submarine. "When the *Monarch* began to list slightly to starboard," we read, "and a muffled explosion shook the air, Hoskins said, in a hollow voice, 'Consigned to Davy Jones, that's wot she is.' . . . The lifeboat returned. I scanned the faces eagerly, hopefully, and I felt let down when I heard Mr. Boxley report: 'He would not come.' . . . The Commander turned to us and said: 'You have sails. There is a southerly wind coming up and it will carry you to the Irish coast. It is not more than twenty miles away. I would tow you, but this is war, and I must remain here until your ship sinks. . . . He waved us away, and when the lifeboats had pushed clear, he shouted, 'May you have a safe passage. Good luck!' He had been a decent chap, and as one we answered: 'The same to you, Sir. Good-bye.'"

Another example of massed naval might was that which occurred on the eve of the war—and the record thereof comes not from a sailor but a journalist. He has recalled his personal memories of Fleet Street, war time, and subsequent years in a book that reveals a very genial personality, with a genius for descriptive reporting—namely, "FRONT EVERYWHERE." By J. M. N. Jeffries (Correspondent of the *Daily Mail*, 1914-1933). With twenty-three illustrations (Hutchinson; 18s.). The following passage reminds us by what a narrow margin the European upheaval prevented civil war in Ireland. "By the third week of the month (July 1914) several of us had gone from the

Reporters' Room over the wrong Channel. Dunn went to Belfast, and so did sturdy Harold Lake. The correspondents had been despatched already, Fyfe to the Northern and Hands to the Southern 'armies.' I was left in London, but on the 20th was sent to Spithead for the great review of the mobilised fleet by the King. That morning H. W. Wilson had pointed out to our readers that Mr. Churchill, the First

Civil Lord, had slept a complete year of nights in the Admiralty yacht *Enchantress*, in the midst of the Navy, since he had taken office. . . . Never again shall I see such a vision of power as the fleet which he had ordered to assemble. There were twenty miles of our ships."

After some intimate glimpses of Carmelite House and Lord Northcliffe, Mr. Jeffries describes early events of the war in Belgium and France, the removal from Paris to Bordeaux, and the siege and fall of Antwerp, where we get a glimpse of Mr. Churchill acting as impromptu traffic controller in a jam of military vehicles during the exodus. Later the scene shifts to Gibraltar, Malta, and Egypt, where the author witnessed the Turkish attack on the Suez Canal and came to know Lawrence of Arabia. Lawrence was always "amiable and pleasant," but not expansive to the Press. "Woolley, the great excavator of Ur," then associated with Lawrence on Intelligence work, "was as fine a sister of information as of soil." From Egypt Mr. Jeffries was transferred to Greece and the Balkans, at a time when "King Ferdinand was auctioning his country's support," and, when Italy entered the war, he was sent to Rome to attach himself to the Italian forces. From this point onwards his reminiscences are much compressed, and the post-war years, which carried him hither and thither, are ticked off in a few rapid paragraphs. At the moment, the most interesting is that relating to 1928, when he "cruised with the Navy" and made many friends therein.

Our modern Navy, it appears, has not lost the sailor's belief in the supernatural. A little book with strong claims to be included in our literary fleet—"DRAKE" By Douglas Bell (Duckworth; 2s.)—opens with a legend that when the German Fleet surrendered in November 1918, there was heard in one of the British flagships, chiefly manned by Devon men, the rolling of a mysterious drum, and "the rumour grew that it was Drake's Drum . . . that the fiery spirit of the brave sea captain was again with them in the hour that saw the end of another great Armada." This little memoir, which tells Drake's story in picturesque outline, is a new volume (the 46th) of Messrs. Duckworth's deservedly popular series of Great Lives. Other recent additions are "CAPTAIN COOK" By Lieut.-Comdr. Gould, R.N. (retired); and "GORDON" By B. M. Allen; (Duckworth; 2s. each).

Finally, I must mention a handy little work of reference, particularly useful just now—"SHIPS OF THE ROYAL NAVIES" (British Commonwealth of Nations). By Oscar Parkes, 1935 (Sampson Low; 3s. 6d.). Here, in a compressed form, is much of the information about the British fleets contained in that well-known volume, "Jane's Fighting Ships." Like its big sister, too, it is amply illustrated.

C. E. B.



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By H. THORNTON RUTTER.

THE R.A.C. has now issued a report on the test recently carried out by Miss Marjorie Cottle, the international trials driver, to demonstrate the action of the fluid-flywheel transmission system. The



A NOTABLE CAR IN A PICTURESQUE SETTING: ONE OF THE NEW TRIUMPH "GLORIAS" AT KENILWORTH CASTLE.

object of the test, as officially stated, was to prove the ability of the car (a 15-h.p. Daimler) to run for twelve hours in London traffic in top gear and without the use of the clutch. The route used was the R.A.C.'s standard London traffic route, a circuit of 15½ miles, running from Lupus Street, Pimlico, to Bow Bridge, E., and back. It was covered nine times in the twelve hours, the car travelling 142½ miles, at an average speed, excluding stops, of 14·6 m.p.h. Traffic stops, of which there were no less than 258, accounted for 2 hours 15 minutes of standing time, reducing the average to 11·9 m.p.h. After each of these halts,

the engine was started immediately in top gear, without the clutch pedal being touched. The density of the traffic varied considerably at different times, the slowest circuit being made at about 9 a.m., at an average of only 6·8 m.p.h., and the fastest at about 7·30 p.m., at 18·1 m.p.h. Early morning traffic in the East End, rush-hour traffic in the City, and theatre-going traffic in the West End were all encountered at their worst in the course of the test.

At present, the world's record land speed for 24 hours is a speed of 127·22 m.p.h., made by Mr. "Ab" Jenkins on a tuned-up Pierce-Arrow car known as the "Jenkins Special." This record was made last August twelvemonth, and Jenkins, at the same time, increased the speed for the 3 hours, 6 hours, and 12 hours records. But now, John Cobb and his co-drivers have much improved on Jenkins's figures over the same course, namely, the dried-up salt bed of the Salduro Lake in Utah, U.S.A. It will be interesting to hear how the Napierengined Railton car

fares in the 24 hours attempt. Sir Malcolm Campbell also leaves England in August to proceed to Salduro with his racing Rolls-Royce Railton "Bluebird," with the idea of improving his own world's record speed over one mile and one kilometre. Campbell will be satisfied if he can average a speed of 300 m.p.h. over one of these distances. Then he intends to retire from record-making.

At least, that is what he says now, before he has completed his set task. Whether his views will change after he succeeds remains to be seen. But from the ordinary man-in-the-street motorist's point of view, the public greatly gain in having better safety from Dunlop tyres, and better lubrication from Wakefield's Castrol oils for their cars, from experience gained by these two firms who have so generously given their support to those who make attempts on high-speed records such as Campbell and other racing drivers. Therefore, don't scoff because these Englishmen are travelling a long way to find a course on which to make their records, as you and I, dear reader, will ultimately benefit by such successes.

The lake, I am informed, is perfectly dry during the summer, but under water in winter. Its altitude is 4000 ft. above sea-level, so that, notwithstanding the hot sun, it should be not such a bad place to camp at. The surface of the lake is stated to be a crust of baked salt so hard that flag-posts to mark

[Continued overleaf.]



SOME WELL-KNOWN PERSONALITIES AT THE FORD WORKS, DAGENHAM: SIR PERCIVAL PERRY, K.B.E., CHAIRMAN OF THE FORD MOTOR CO.; MR. ROBERT M. HOLLAND-MARTIN, DIRECTOR OF THE SOUTHERN RAILWAY; LORD GRANARD, MASTER OF THE HORSE TO THE KING; AND MR. A. R. SMITH, GENERAL MANAGER OF THE FORD MOTOR CO. (LEFT TO RIGHT).



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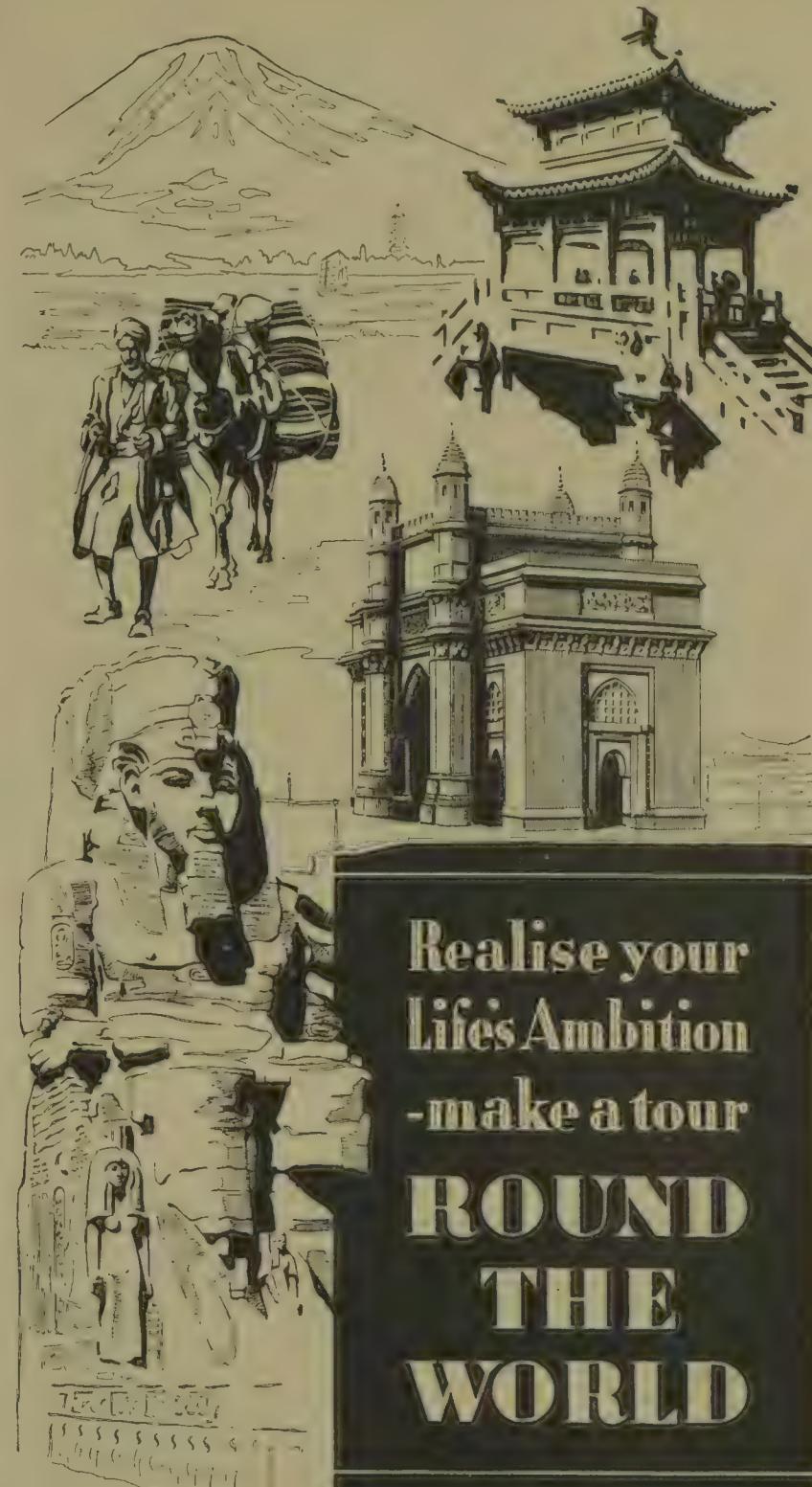
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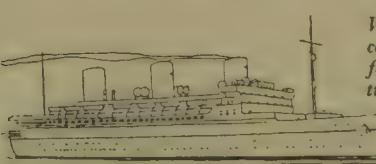


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Continued. The course have to be properly "dug in," and shod with iron spikes to penetrate this surface. At any rate, Campbell, Eyston, Cobb, Dodson, and Rose-Richards are hopeful of producing some new record figures driving the three cars (of different makes) they are using.

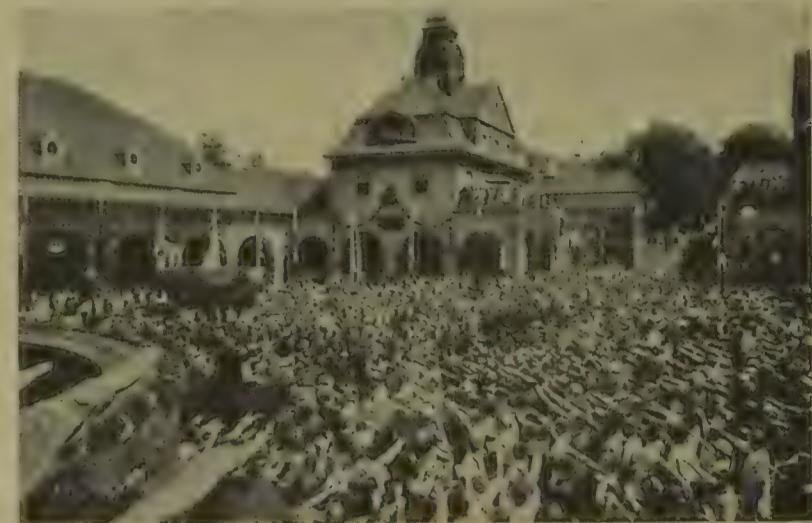
We are fast drawing nigh to the date of our one and only real motor road race, that for the Tourist Trophy for cars, run over the Ards Circuit, near Belfast, on Sept. 7. Lord Howe and Brian Lewis each hope to win this event with Bugatti cars; while Mr. Hall's 3½-litre Bentley is already a strong favourite, while local North of Ireland drivers expect to gain a place in the prize with one of the three front-wheel-driven German Adler cars entered. So it is quite an international affair, with French, German, Italian, and English-built cars competing for the prize. As for Lord Nuffield's special M.G. cars and Sir Herbert Austin's new supercharged "Sevens,"

their drivers hope to beat all the big cars, even the Lagondas, which won the Le Mans Grand Prix 24 hours' race. By the bye, I forgot to mention that two Lagonda cars are running again in this T.T. race. Aston Martin cars have also been entered, so the public will see another exciting race this autumn, as the cars entered have proved their staunchness in previous races this season.

Checking a car's speed with a watch in between milestones has become a pastime for the passengers in cars to-day. Since we have gone back to a 30-m.p.h. speed-limit in "built-up areas," motorists find it very necessary to check up the speedometer of their cars, as few of these are accurate even when new. So the importance of the milestone has come prominently into the picture of the landscape. But

alas! even its accuracy of distance was doubtful, so the A.A. started checking the distances between milestones, and where they found a correct mile between two milestones, the A.A. officials erected a sign to inform passers-by of this fact. These special A.A. notices have been more useful than at first expected, as local authorities, realising the present need and value of the milestone on our

highways, have started to re-measure the roads and erect the milestones at correct distances from each other. When the milestones have all been checked, generally cleaned up, and, where necessary, re-sited,



BAD NAUHEIM, THE FAMOUS GERMAN SPA, CELEBRATES ITS CENTENARY: THE RESPONSE OF THE CROWD TO THE MESSAGE OF CONGRATULATION FROM HERR HITLER; READ BY DR. FRICK.

The celebrations of the centenary of Bad Nauheim began with a thanksgiving service in the Bonifacius Church. Meanwhile, a great crowd of visitors from all countries, as well as representatives of the Reich Government, assembled and were welcomed by the Reichs governor. Dr. Frick, Minister of the Interior, read a message of congratulation from Herr Hitler; after which Dr. Weber, of the University of Giessen, gave an account of Bad Nauheim's history.

these special A.A. signs will be removed, as there will then be no need for them.

I had a most enjoyable run recently on the new light six-cylinder 14-h.p. Vauxhall saloon, which pleased me intensely, as it held the road particularly well at all speeds, had excellent brakes, and kept its proper direction even when violently stopped. A most important quality, this latter virtue, because when an emergency comes and you have to put the brakes full on, however fast or slow you may be travelling, some cars have a nasty knack of swinging the tail round and hitting what is near them. One never need fear that happening on the new "Fourteen."

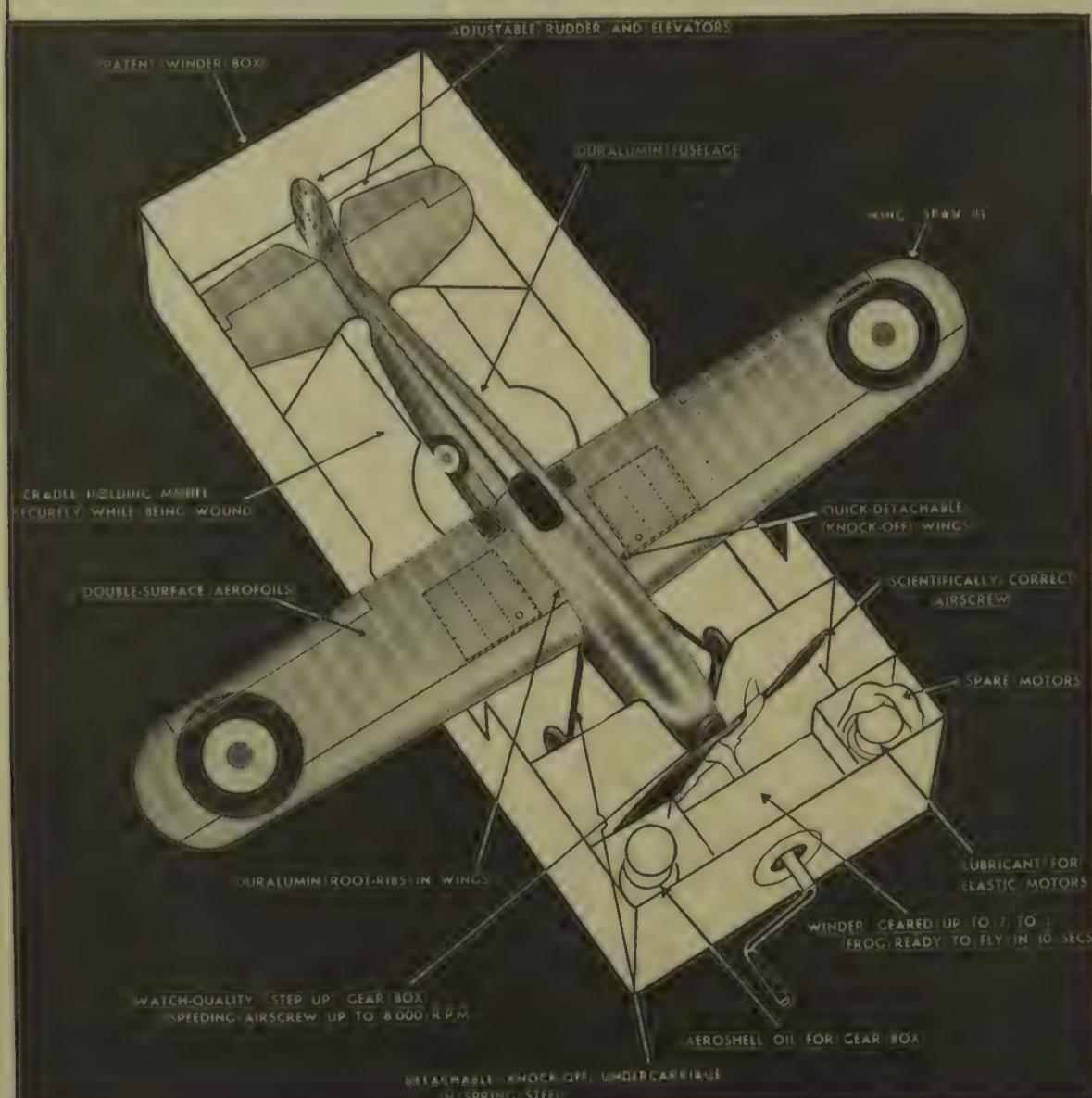
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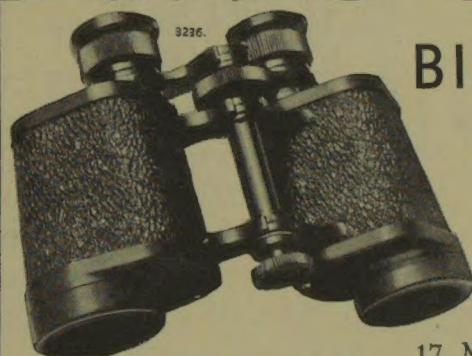
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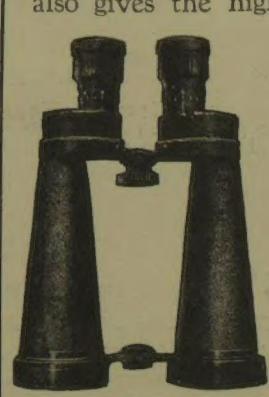
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Continued.]

Its windscreen-wiper also is very efficient. This is operated by a switch placed under the cubby-hole on the right-hand side of the dashboard, so is not likely to be found by a mischievous boy when the car is left parked in a public place. It is a tandem wiper, too, so clears the whole of the front screen very efficiently for the vision of the driver. Permanent jacks are also fitted on this 14-h.p. Vauxhall, so that you can raise each pair of wheels simultaneously, with the minimum of trouble and labour, should you be unfortunate enough to require to change a wheel on the roadside. It also has a double silencing system for the engine, which lets the car run very noiselessly, to the advantage of the neighbourhood in which it is travelling. Nowadays one need not say that it has synchromesh gears and that a child could change the ratios, as every car has this, including the new 14-h.p. "Light Six" Vauxhall.

It is refreshing to read, even at very long intervals, of a kindly reference to motorists. For instance, Mr. Ernest F. Haddow, the coroner for Mid-Warwickshire, stated at an inquest recently, that "but for the intelligence of motorists, fatalities would be much heavier." He added that practically every time he drove out in his car he saved somebody's life, and the same applied to all other motorists. For every pedestrian or cyclist killed by a motorist, the latter saves the lives of 999 persons by his skill and courtesy on the road. We drivers know that this is true. Day after day, week after week, somebody tries almost to commit suicide in front of the car. If drivers did not look under stationary vehicles to see if a foot passenger were not lurking there, to step out into the open roadway without any chance of seeing the traffic approaching the spot, the accident figures would increase a hundredfold. Equally, drivers have always to keep an eye on near-side footpaths, ready to counteract a sudden desire by some pedestrian to cross the road or walk into the car. As for cyclists, every suburban district sees errand-boys dashing round corners on their wrong side at a speed far too excessive to allow them to stop if danger threatens. It is the motorist who keeps his "steed" close in hand, to pull up instantaneously at every turning in such districts. And, as Mr. Haddow remarked, "saves lives daily."

THE PLAYHOUSES.

"NOAH," AT THE NEW.

THIS is a lovely, and often moving, play. In a marvellous make-up, which so deceived the first-night audience that he was unrecognised when the curtain rose, Mr. John Gielgud makes a rich, human figure of the patriarch. While putting the finishing touches to the Ark, he whistles a hornpipe; and between whiles holds converse with his God. The fine simplicity with which he asks for heavenly guidance in the manning (or possibly "animalling" is a better word) of the boat and his muttered grumbles over the tardiness of the replies are strangely moving. The play has all the *naïveté* of "Green Pastures," and it would seem that, now the Censor has permitted the Almighty to be addressed in colloquial language and his replies received (even if only audible to Noah's ears), he will have to reconsider his banning of a fine American play in which the negroes' conception of the Almighty, in the garb of a Baptist minister, actually appears on the stage. Most amusing creatures have been created to people the Ark; the cow is a minor masterpiece. So human, grotesque as they are, do they appear that there were mumbled protests when Ham, by beating the toes of the bear, forced him to dance. The boredom of the young people (Ham, Shem, and Japhet have each been provided with a partner) is well brought out, and there is pathos in Noah's realisation that his sons do not share his faith. Impressive is the parting on Mount Ararat, when the three sons go their separate ways to fulfil their destiny of repopulating the world. There is a sigh when Noah, deserted save for his wife, sets about constructing a home for the two of them to die in. Happily, a Maeterlinckish rainbow appears in the sky as the curtain falls on one of the most sincere plays London has been permitted to see for a long time.

"PUBLIC SAVIOUR NO. 1," AT THE PICCADILLY

The author's obvious sincerity redeems, to some extent, the bad taste of this play, but does nothing to make it reasonably interesting. A big theme should be tackled by a craftsman fitted for the task, or let alone. All that Mr. John Frushard has done is attempt to retell the story of the Messiah, and

that by means of the crudest analogy. For instance, he gives his leading character the name of Christopher; and sees that he is born in a Chicago garage, that being the modern equivalent of a manger in Bethlehem. Instead of casting the Moneylenders from the Temple, he seeks to purify the graft-ridden municipality. The Mary Magdalene is a reformed cabaret dancer whose worst offence seems to have been to dance, not very daringly, in a costume that would have seemed over-modest even in prim Victorian days. The two thieves are good-hearted, but hard-shooting gangsters, to whom he has done a service. At the fall of the curtain, when the gun-men put them "on the spot," an attempt is even made to suggest the Crucifixion by having the two reformed crooks stand on either side of their leader, with uplifted hands. Obviously well-intentioned, undoubtedly mistaken, this play falls between two stools. It is not exciting enough for a gangster play, while there is no thought behind it likely to appeal to intelligent people as a morality play.

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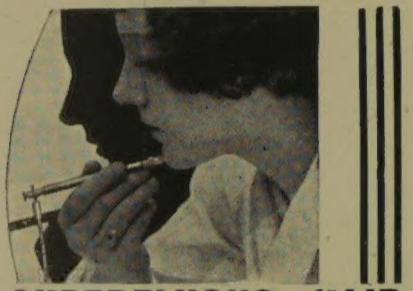
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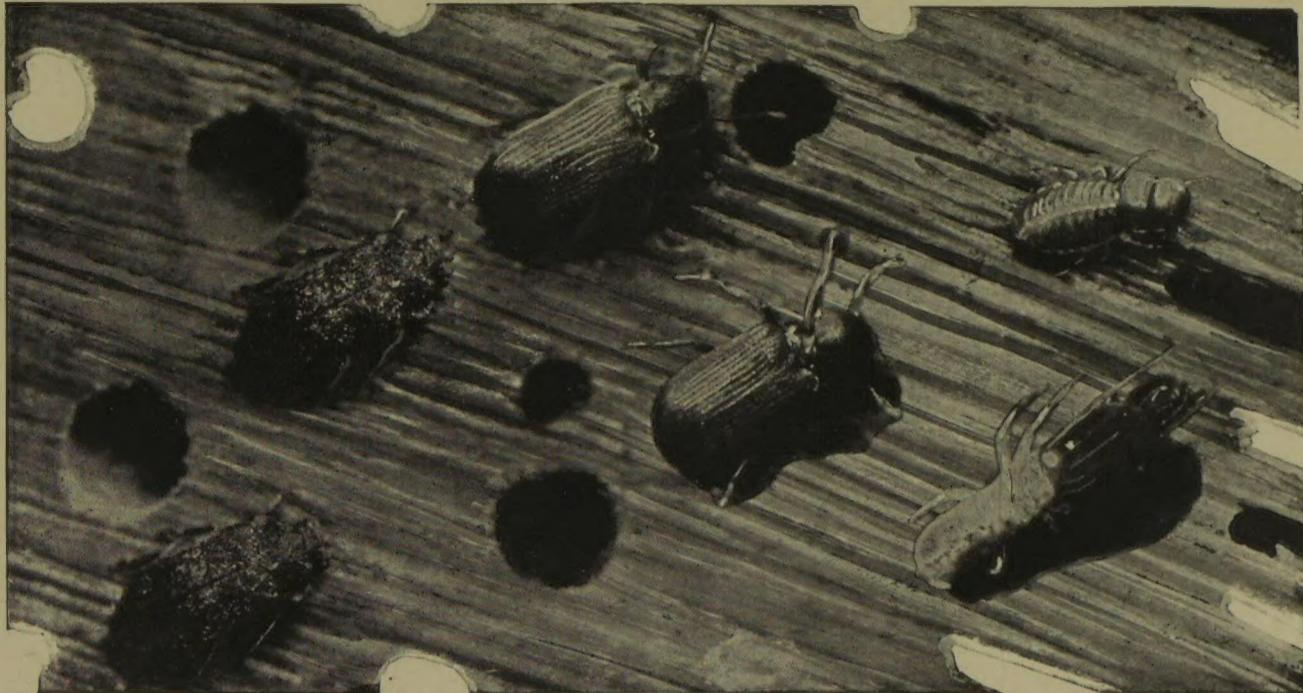
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